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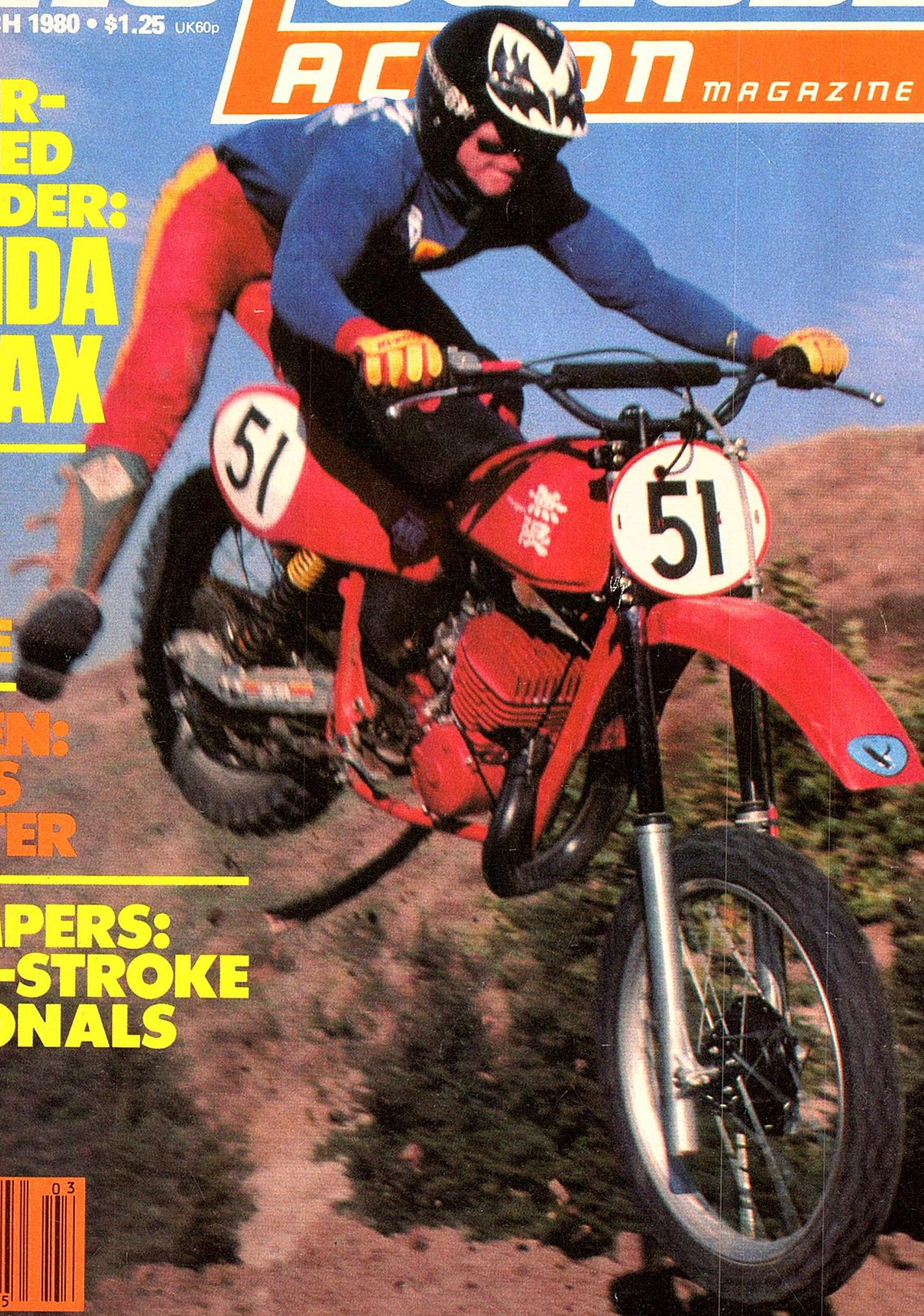
ACTION MAGAZINE

**WATER-
COOLED
WONDER:
HONDA
ROTAX**

**KTM
125
REED
VALVE**

**MUGEN:
CROSS
FIGHTER**

**THUMPERS:
FOUR-STROKE
NATIONALS**



USPS 986-340



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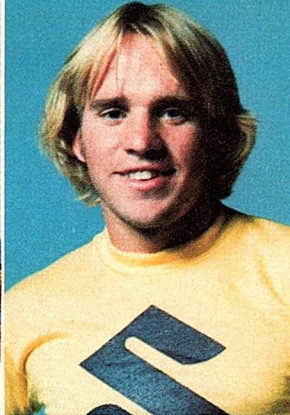
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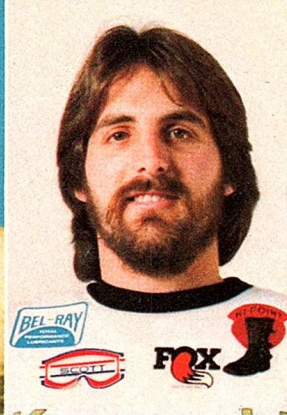
World Champion 500cc
Team Honda's GRAHAM NOYCE



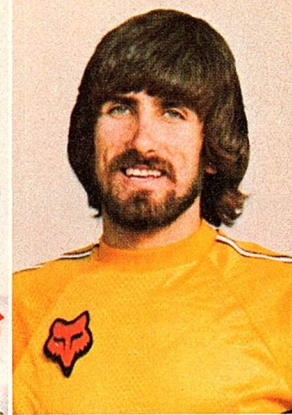
Superbowl Champion
Team Suzuki's MARK BARNETT



Grand Prix Star
Team Kawasaki's BRAD LACKEY



Team Yamaha's REX STATEN



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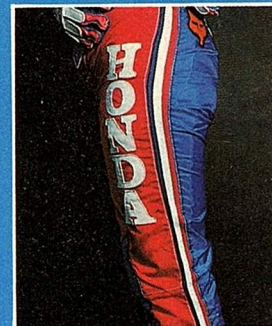
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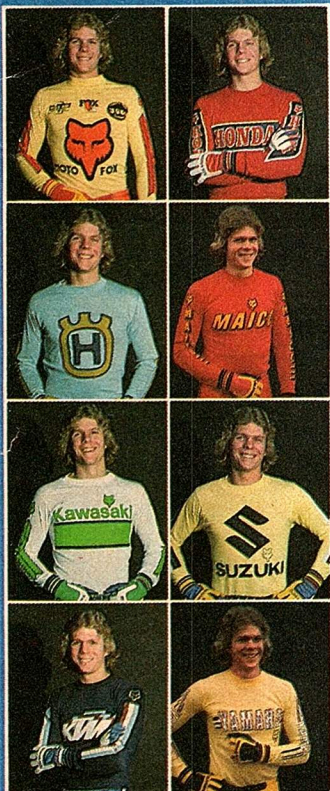


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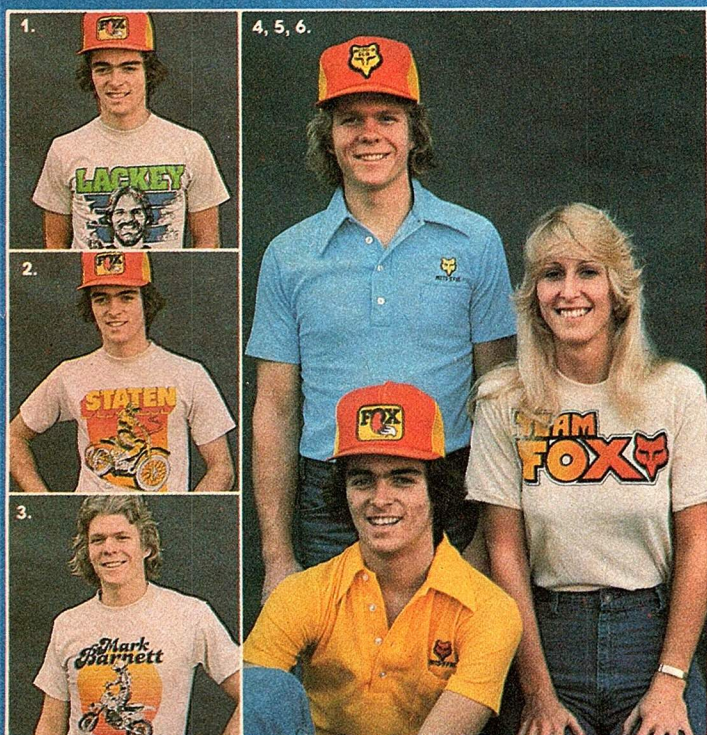
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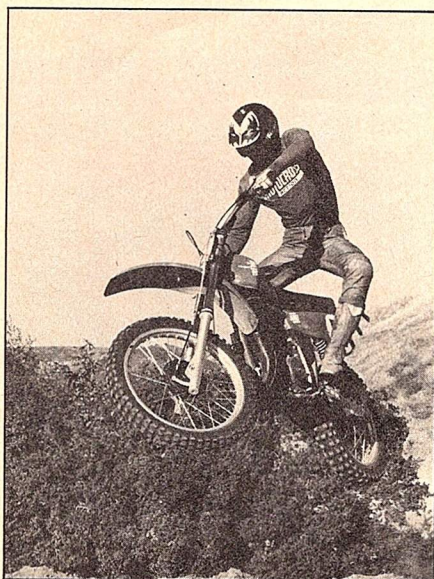
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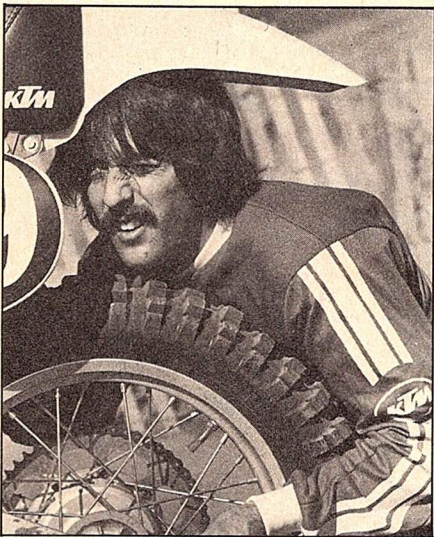


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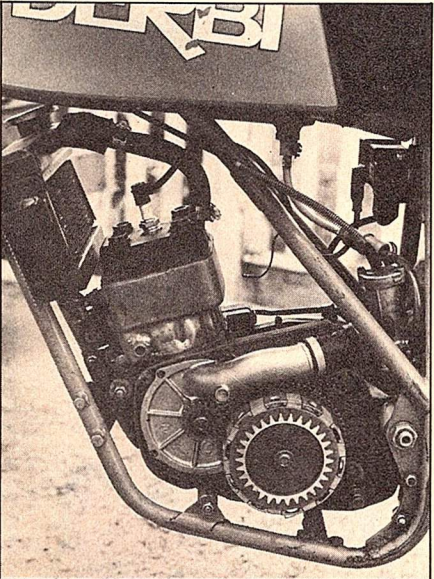
MXA 3



MUGEN ME360



KTM 125RV



ROTAX/BOMBARDIER

MOTOCROSS

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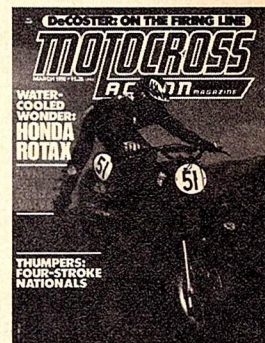
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COVER:— Clark Jones pulls another high flyer on the Mugen ME360. Photo by Ketchup Cox with film by Kodak and shoes by Adidas.

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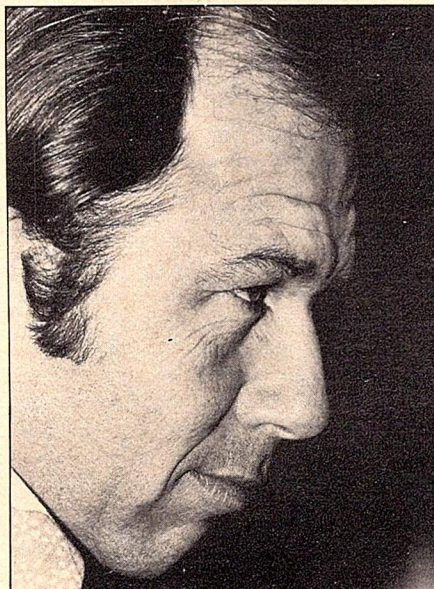
On The Mainjet

By Dick Miller

□ It was an elite meet to eat kind of affair in one of the ballrooms of the Queen Mary and for some reason I didn't quite feel comfortable being there, but I was invited by a long-time friend and I decided to go only at the last minute. The occasion was the Bel-Ray banquet which is held at the end of each year to honor the accomplishments of the motorcycle riders and mechanics who use and support their products, and the guest list is impressive, to say the least. Ten years ago I probably wouldn't have felt uncomfortable, because I was heavily into racing myself and at the time worked for Husqvarna. But then, ten years ago I wouldn't have gone to a Bel-Ray banquet anyway, because I had the misfortune to work a booth in the Daytona Motorcycle Trade Show right next to Bel-Ray, whom I had never heard of at the time, and they had some of the most obnoxious salesmen working for them that you could imagine. These guys didn't know one end of a motorcycle from the other and would literally grab people by the shirt as they walked by, clang pieces of pipe together and drop motorcycle chains in buckets to make noise. My impression was not very favorable then, but that was before Kurt Kieffer got them headed in the right direction and hired regular motorcycle people to introduce their products. Kurt isn't with us anymore, having been killed in a car accident several years ago while at the ISDT, but I'm sure he's having fun wherever he is now. He was that kind of person.

Dave Rodgers, my long-time friend and one of Kurt's proteges, had invited me to the affair as a friend and not as a member of the press. Bel-Ray's function was one of thanks to the people who worked with them, and the press aren't invited so that the guests won't be intimidated and can have more of a good time than is probably possible with the press there, which has some merit! I don't happen to have a hat saying I'm off-duty or something like that, and most of the people there would think of me now more as press than racer... ex-racer! Sooo, knowing that I was the only press person there, I felt sort of funny and sat there and wondered a lot. I'm sure it's a situation which many a journalist goes through every once in a while, or for that matter anyone who has had that uncomfortable feeling of being not part of a group or a happening while in the midst of it.

Nevertheless, that isn't what this column is about anyway! What it is about is a special award which was being given that night, and it was for Roger DeCoster. The



award was for the Man Of The Decade, and it was a huge, hand-carved plaque the size of half a door. Roger's profile was carved into the plaque, as was a familiar scene of him on a motorcycle with his foot outstretched going into a turn dragging the handlebar lever. It was truly a trophy anyone could be proud to display and one which I'm sure Roger is very proud to have.

Since I was wondering a lot that night, I started thinking about trophies and if they really mean anything to the people who receive them, and if they do, which are the ones that mean the most or are displayed by the person receiving them. I've been around the guys who casually collect their trophy at an event and disdainly accept it with the usual macho remark like, "Just something else to collect dust," or, "Geez, another trophy! You can't spend a trophy!" But I've never seen anyone give away a trophy that was something out of the ordinary or indicative of the achievement. Even Bob Hannah must have saved some, because he has won some prestigious events, and the only reason I could think that he didn't is if the trophy given wasn't worthy of the event he won!

Come to think of it, maybe he hasn't saved any, because only in this country have I seen such little thought put forth by the promoters of events for the awards given to their winners. I can count the number of promoters who give something worthwhile on one hand, and I don't mean something that has to cost a lot to be cherished by the recipient. I'm talking about a prize that shows some thought and has a personal touch which makes it stand out from the usual trash of chrome-plated plastic that is given out by almost every-

(continued on page 65)

MOTOCROSS

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M.A.N.
MOTORCYCLE ACTION NEWS



Jody's Box

By Jody Weisel

□ "The more I learn about women, the better I like motorcycles," said my erstwhile friend Jimmy Mac. It was a cool, clear evening out in the garage, and the statement popped out of nowhere. I was down on my hands and knees looking for a piston circlip that might have flown to the right, or it could have gone into the lower end; I was looking to the right and praying.

"Women ruin more motocrossers than motocrossers ruin women," he said next. By this time I had found two Mikuni needle clips that I had lost at crucial moments last month, and a shim out of my tranny. The needle clips had caused me undue worry, but the shim wasn't crucial, at least my transmission hasn't complained.

"There is no fury like a woman bermed," came the plaintive wail as I tried to balance my 250 Husky cylinder in one hand, hold the piston rings in place with the other, while I lined everything up with my third hand. You're right! It wasn't working.

Putting my top end aside for a minute, especially since Jimmy Mac wasn't in any mood to help me, I decided to try and soothe his ruffled feathers. Every motocrosser has had troubles with the fairer sex. Motocross and pubescent erogenous exploration don't mix. There is something distinctly unromantic about the smell of your lucky socks, Castrol R and gasoline. It might well set the mood for an Arab OPEC smoker, but it wouldn't cut it with your prime squeeze.

What Jimmy Mac needed was free advice from someone who knew the pitfalls, and since he wasn't going to take his hands out of his pockets and start helping me until he got straightened out, I volunteered. Here is the story I told the whimpering Jimmy Mac.

When luscious Louella and I were in the early days of our relationship, I had filled her with numerous stories about the graceful beauty and style of motocross. My oratorical preparation was the prime in the pump to get her out to watch me do my thing at Chicken Licks Raceway.

My trusty, but rusty, CZ250 and Hodaka Super Combat were nestled in the back of the Jodymobile as we rattled down the road at six in the morning. I banged on the dashboard three times to get the radio perking. The Reverend Jim-Bob was selling ancient pieces of the prayer cloth that Torsten Hallman used before the 1968 Finnish GP. I was in seventh heaven. There is nothing to compare with bombing

down a deserted country road with a country preacher on the radio, your sano scooters in the back, a bag of Winchells, and your best girl. But as the sun rose and I got a good look at Lovely Louella for the first time in the morning, I think I got the best of Winchells and a bag of a girl.

"This better be fun," she said with a viciousness I hadn't heard since I spilled a Coke down her pants during *Night of the Living Dead*, "because I have never been up this early ever!" I rambled on about how great it was going to be, and how much fun she was going to have, and how we could do this every weekend from now on. I heard her wince, but figured it was just from hitting the pothole at the Highway 22 cut-off.

"Why don't they pave the road into this place? Four dollars to get in! Where is the rest room? I'm not going in those things. You have to stand outside and make sure nobody comes in. Hey, there's no lock on the door. Is the race over? Who won? Well, nobody told me that it was just practice. It looked like a race. Which one were you?"

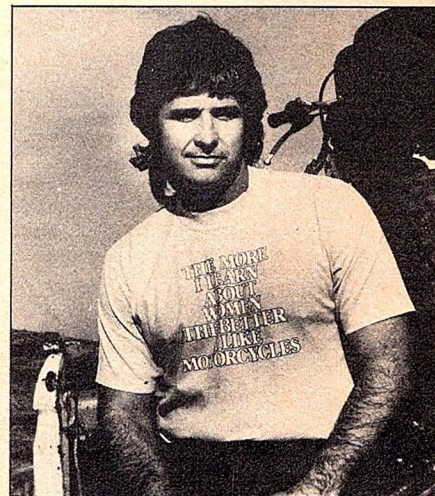
About this time I was pretty dialed into the track. Practice paid off in picking the hot line, but racing there every weekend for three years was kinda helpful also. After practice was over I headed for the riders' meeting to find out when the 125 and 250 classes would be. Just my luck, races one and twelve.

As I pulled on my fanciest riding gear and told Louella to look for me out front, I headed for the starting line. I busted my gourd for 30 minutes, had a knock-down, drag-out duel with Crazy Larry, the guy nobody goes within 50 feet of, survived, finished first, and pulled into the pits.

My dreams of glory were crushed immediately.

"How did you do? It was too dusty, so I came back to the truck to pluck my eyebrows. Oh, you won! I don't know how anybody can follow what's going on. It seems to me that if they lined everybody up and raced to a line about 100 yards away it would make more sense. Can we go home now? 250s, what did you just ride? What's the difference? Seems sort of arbitrary to me. Could we park in the shade?"

Obviously Louella was just suffering from lack of information. While I was waiting for the 250s I took her around the track and pointed out the good lines. We saw some bitchen bermshots, clickers and wheelies. The whole time, I explained the history of the sport and how it was transplanted to America. She seemed to be listening pretty intently, and I just knew that she was getting the spirit of it. I asked



her if she had any questions. "Just two," she replied. "Is that bush over there a hollyhock, and can we go home now?"

My first 250 moto was a total moto-disaster. I got a bad start and had worked my CZ up to about ninth on the second lap when I had the unfortunate luck to get to the location of a pile-up before the rest of the participants of the accident. By the time the flagmen and ambulance guys had sorted out the six-bike stack I felt like a member of the cast of *Premature Burial*.

"Alright, where were you? I watched that whole moto and you only came by once. I could have gone water skiing with Eunice and Edith today at Lake Dallas. I got mud on my good blouse. I think you should buy me a new blouse! How did you get so dirty? You didn't ride around enough to get that dirty. I'm not walking up there again unless you are going to be in the race. I think I broke a nail."

Needless to say, the day went downhill from that point on. I bombed out of the next two motos and was tortured in the pits between races with complaints and demands. If I had brought another set of tie-downs I would have hooked them on her ears and made her ride home in the back.

As I finished my tale of woe, I could see that Jimmy Mac was beginning to come back to life. Since even I, his idol, had trouble with girls making life the pits in the pits, I thought he would see that his experience, whatever it was, wasn't uncommon.

"Look, help me get this Husky back together and we can load the bikes and get to bed early. Tomorrow is a long day," I said as I cut my finger on the bottom edge of the sleeve.

"Gee, thanks, Jody. After hearing your story, I've made up my mind about women and racing. I can't go with you tomorrow. I'm gonna go skiing with Eunice and Edith." □

Win Me!



Win Me!



Win Me!



1980 ROY AWARD VOTE FOR MR. MOTOCROSS



1975



1976



1977



1978



1979



1980

MXA'S SIXTH ANNUAL RIDER OF THE YEAR

Yes, it's that time of year when we start polling MXA's loyal readers to find out who you think deserves to be MOTOCROSS ACTION MAGAZINE'S RIDER OF THE YEAR for 1980.

All you have to do is decide for yourself who in the fast-paced world of motocross set themselves apart from the rest of the pack during the year. From European heroes to American superstars, outdoors or at the megabuck stadium events, it's up to you to decide who is going to drive away from the Superbowl of Motocross with a saned-out four-wheel-drive Toyota mini-truck.

MX CHAMPIONS, 1979

WORLD

125cc
Harry Everts
250cc
Hakan Carlqvist
500cc
Graham Noyce

NATIONAL

125cc
Broc Glover
250cc
Bob Hannah
500cc
Danny LaPorte

SUPERCROSS

250cc
Bob Hannah

TOP GP AMERICAN

Brad Lackey

TRANS-USA

Kent Howerton

FIVE-TIME WORLD CHAMP

Roger DeCoster

YOUR OFFICIAL BALLOT
MIGHT BE ONE OF THREE
DRAWN BY THE NEW ROY
WINNER AT THE SUPERBOWL
OF MX FOR A BRAND-NEW
1980 HONDA CR125,
OR KAWASAKI KX125,
OR SUZUKI RM125T.

The deadline is June 1st, 1980,
using the official ballot from
MXA. Determination of the win-
ner and any pertinent decisions
thereof will be decided by the
editors of MXA.

**PLEASE FILL OUT BOTH
SIDES OF THIS PAGE**

RIDER OF THE YEAR BALLOT

Fill in the name of your choice for the MOTOCROSS ACTION RIDER OF THE YEAR together with your name and address in case your ballot is drawn and mail it to: MOTOCROSS ACTION/ROY AWARD, P.O. Box 317, Encino, California 91316.

I, being a bonafide motocross fan and faithful
reader of the magazine, hereby cast my vote for

My name is: _____

Address _____

City/State/Zip _____ Phone _____

MX8-3

MOTOCROSS ACTION

FACTORY READER SURVEY

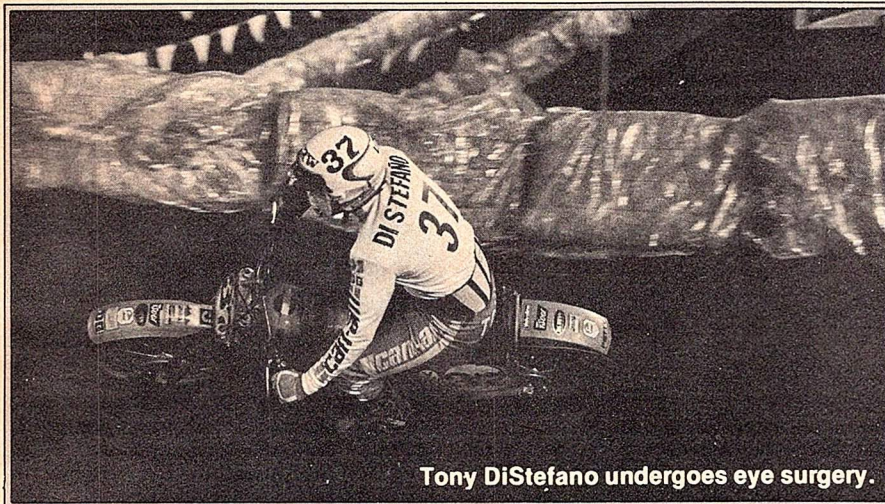
THE IN-DEPTH, PICK YOUR BRAIN, GIVE US THE
FULL SKINNY ON WHAT YOU LIKE, MAKE THOSE
OTHER GUYS EAT CROW, BEAT YOUR OWN CHEST,
ONE OF A KIND, GET EVEN WITH THE BIGS
MXA WORKS SURVEY.

The MXA Oath:—As a loyal MOTOCROSS ACTION reader I pledge to do my best to help the Girl Scouts get, oops, wrong oath...I pledge to answer any question with a straight face and my fingers crossed. I will not fib, fabricate or lie, except in those questions directly relating to my racing ability. Furthermore, I give my permission to MXA to send my survey over to the Team Managers at Honda, Yamaha, Suzuki and Kawasaki should they think I deserve a factory ride. I also agree to give up the mineral rights to any dirt I roost up in the next 12 months.

1. AGE? ☐ Under 16 ☐ 16-20 ☐ 21-25 ☐ 26-30 ☐ 31-40 ☐ 40+
2. INCOME? ☐ Under \$10 thou ☐ \$10-14 thou ☐ \$15-19 thou ☐ \$20,000+
3. WHAT BRAND(S) OF MOTORCYCLE DO YOU OWN? _____
4. WHAT BRAND OF MOTORCYCLE WILL YOU BUY NEXT? _____
5. HOW MANY MOTORCYCLES DO YOU OWN? _____
6. DO YOU OWN A ☐ Street bike ☐ Enduro bike ☐ Dual-purpose bike ☐ Motocross bike?
7. WILL YOU BUY A NEW BIKE WITHIN 12 MONTHS? ☐ Yes ☐ No
8. HOW MUCH DO YOU SPEND ON ACCESSORIES IN A YEAR?
☐ \$0-50 ☐ \$50-100 ☐ \$100-250 ☐ \$250-400 ☐ \$400+
9. HOW DO YOU GET YOUR BIKE TO THE TRACK?
☐ Van ☐ Pickup ☐ Trailer ☐ Bumper rack ☐ Motor home ☐ Back pack
10. WHAT BRAND OF BOOTS DO YOU WEAR? _____
11. HOW MANY PEOPLE READ YOUR COPY OF MXA? _____
12. WHAT BRAND OF LEATHERS DO YOU WEAR? _____
13. DO YOU REGULARLY READ? ☐ Cycle ☐ Cycle World ☐ Motorcyclist ☐ Cycle Guide
☐ Dirt Bike ☐ Cycle News ☐ Minicycle/BMX ☐ Cycle Times
14. WHAT BRAND OF HELMET DO YOU WEAR? _____
15. WHAT STATE DO YOU LIVE IN? _____
16. DO YOU RACE? ☐ Yes ☐ No
17. WHAT CLASS DO YOU RACE? ☐ 50 ☐ 80 ☐ 100 ☐ 125 ☐ 250 ☐ 500 ☐ Four-stroke
18. WHAT BRAND OF GOGGLES DO YOU WEAR? _____
19. DO YOU OWN A ☐ Car stereo ☐ Home stereo ☐ Both
20. WHAT BRAND OF MX GLOVES DO YOU WEAR? _____
21. WHO IS YOUR FAVORITE ROCK STAR? _____
22. WHAT BRAND OF MX TIRES DO YOU USE? _____
23. WHAT BRAND OF TWO-STROKE OIL DO YOU USE? _____
24. WHO INFLUENCED YOU TO BUY YOUR LAST BIKE?
☐ Friends ☐ Ads ☐ Magazine tests ☐ Price ☐ Dealer
25. WHAT IS YOUR LEAST FAVORITE PART OF MXA, BESIDES THIS SURVEY? _____
26. DO YOU OWN A CAMERA? ☐ Yes ☐ No. PLAN TO BUY ONE? ☐ Yes ☐ No. Brand? _____
27. HAVE YOU EVER BEEN TO? ☐ Stadium motocross ☐ National MX ☐ Trans-USA ☐ Denton, Texas
(check where applicable)
28. WHAT IS YOUR FAVORITE STORY OR PHOTO FROM THE MANY PAGES OF MOTOCROSS ACTION? _____
29. HOW DO YOU FIND OUT WHO IS HOT AND WHO IS NOT?
☐ MXA ☐ Cycle papers ☐ Gossip ☐ Other magazines ☐ Post office walls
30. DOES YOUR GIRLFRIEND CHEAT ON YOU? ☐ Yes ☐ No.
IF SO, WHAT IS HER PHONE NUMBER? _____

Have you filled out the other side?

Dirt

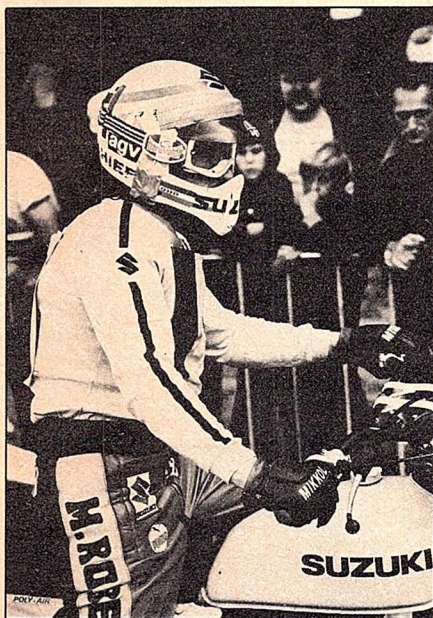


Tony DiStefano undergoes eye surgery.

TONY DISTEFANO SERIOUSLY INJURED

Three-time 250 National Champion Tony DiStefano was injured over the winter while working in his workshop. Tony D. had a screwdriver penetrate his right eye. Immediate emergency surgery at Mission Viejo Community Hospital in California might have saved the sight in his eye. Tony D. will be in bandages for several weeks.

DiStefano was on the comeback trail recently, and had fielded offers from several manufacturers following good performances late in the season. We all wish Tony the best of luck, and he could be back on the track within two months.



Gaston Rahier switches to Gilera for 1980.

GASTON TO GILERA

Gaston Rahier, three-time 125 World Champion, has left Yamaha after finishing third in the 1979 World Championships. Gaston, who was injured last season, signed a three-year contract to race, re-develop and promote the Italian Gilera 125. Gaston and teammate Dario Nani will contest the 125 World Championships on water-cooled, 16,000 rpm, 30-horsepower Gileras.

The 32-year-old Belgian turned down his Yamaha contract because they offered him less money, and reportedly made it clear that they thought he was too old to win!

□ □ □



Jean-Jacques Bruno and the Champion's spoils.

FRENCHMAN GOES JAPANESE

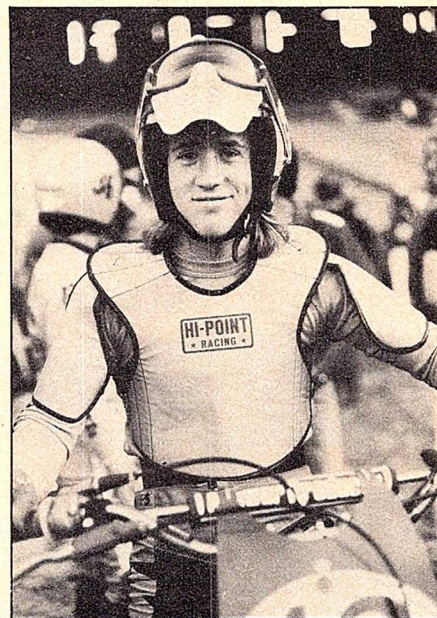
French motocross star Jean-Jacques Bruno, known in Paris as Super Bruno, has reportedly signed with Suzuki to contest the 500 class. Bruno has been a KTM factory rider for several years. Bruno will join Harry Everts, Akira Watanabe and Gerard Rond on the Suzuki team. Roger DeCoster has left for Honda, Gerrit Wol-sink went to Maico and Andre Vromans signed with Yamaha. Times are a'changing.

□ □ □

MAJOR SHIFT AT MAICO

Number two in the World 250cc Motocross Championships, Neil Hudson, is trying to jump his Maico contract and switch to Yamaha for 1980. Maico has threatened to take the British star to court to get him to honor his contract. Maico previously succeeded, back in 1975, in stopping Graham Noyce from switching to Husqvarna. Hudson has one year left on a two-year contract.

Danny "Magoo" Chandler had a tough



Wild man, Danny "Magoo" Chandler.

winter. At Anaheim Stadium Magoo crashed on the front straightaway only to have Jimmy Ellis smash head-on into his bike. Ellis was upset. Then the next weekend at Superbikers Magoo crashed coming onto the asphalt and Brad Lackey crashed into him. Lackey was upset.

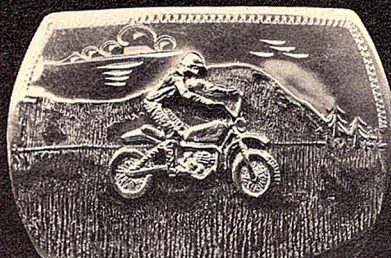
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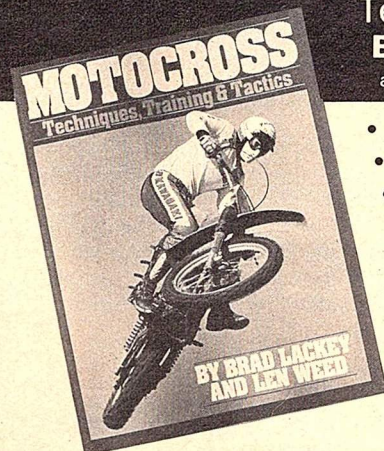
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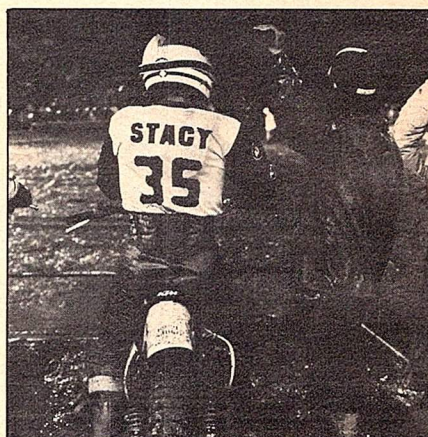
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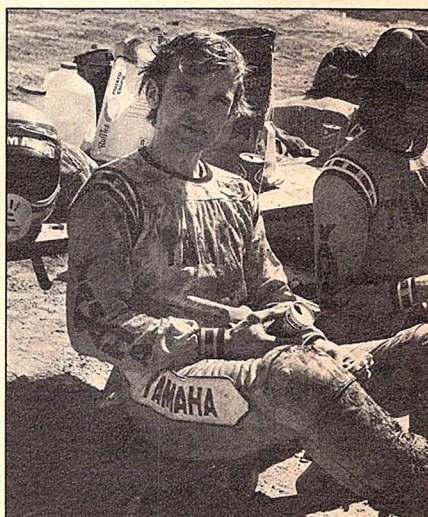
Dirt

the page and mailing it in, you stand a chance to win a Suzuki, Kawasaki or Honda 125. This isn't a contest, it is just MXA's way of showing you that we appreciate your enthusiasm and support. We hope that you'll be one of the three winners drawn out of the bin at the Superbowl by the Rider of the Year. Check it out.

□ □ □



KTM's Frank Stacy.



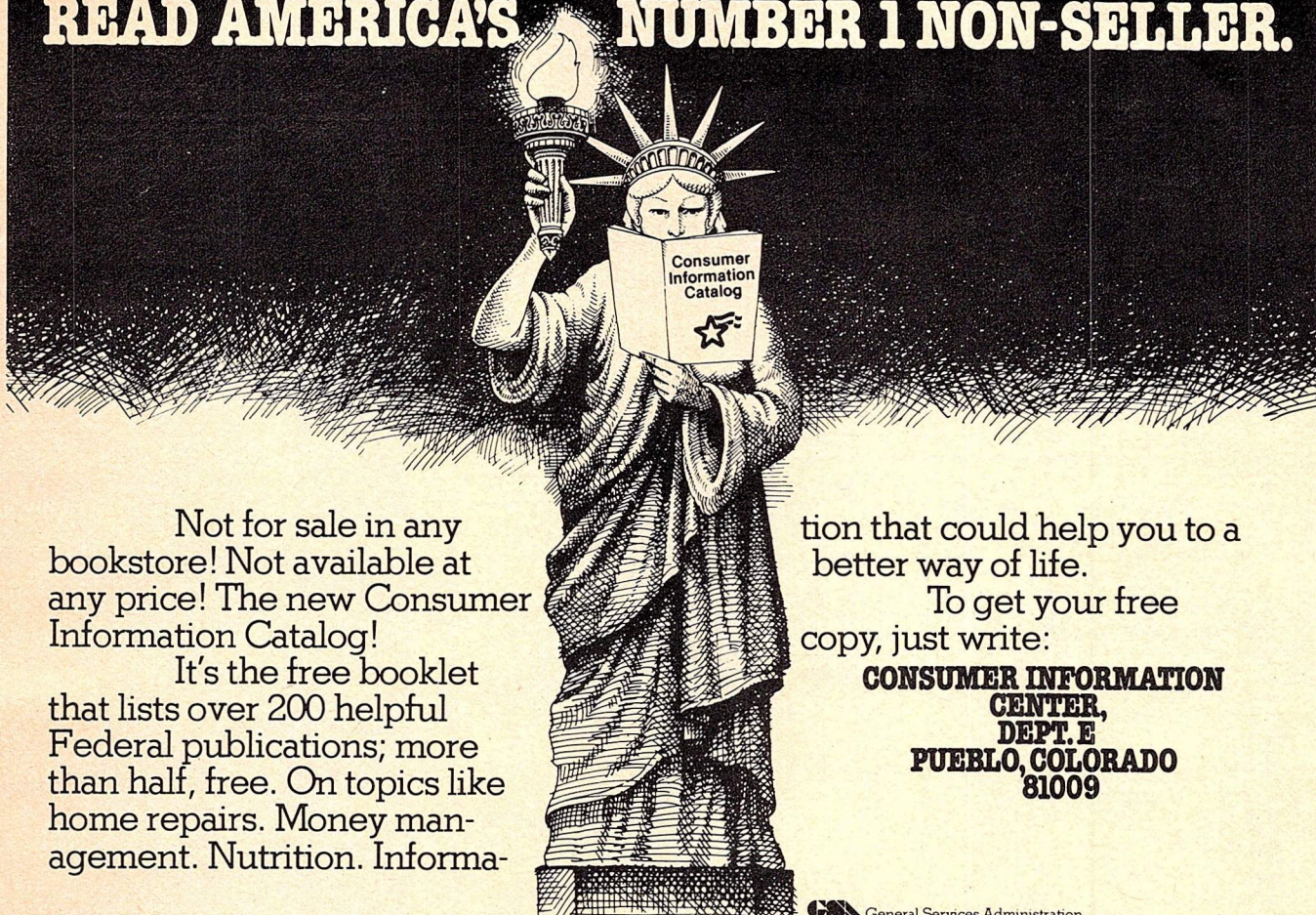
Yamaha's Pierre Karsmakers.

**STACY AND KARSMAKERS
ON KEY TIME**

Recent rumors around the team trucks have the KTM team trying to get Frank Stacy to join their ISDT team. Stacy has been a National motocrosser and would be a valuable asset to the enduro scene. Meanwhile, over at Yamaha, Pierre Karsmakers is being approached to do the same thing on an IT400. Whether Karsmakers or Stacy actually decide to give the ISDT and enduro scene a fling remains to be seen, but it would definitely shake the cobwebs out of the Belstaff jacket set.

□ □ □

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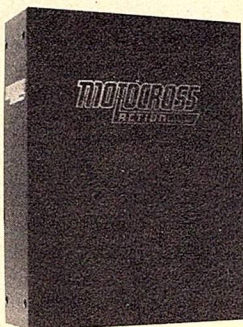
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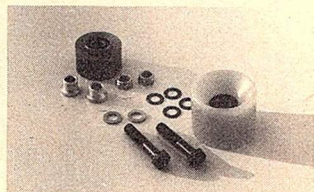
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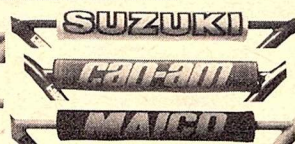
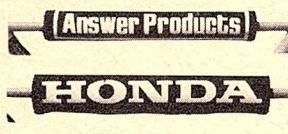
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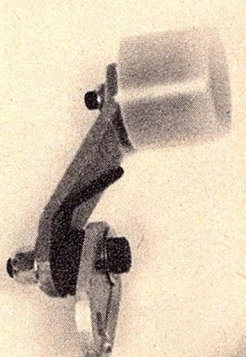
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PE Enduro's
TM, TS & OS
Dual Purpose Enduros
CR 370
YAMAHA
YZ 100-400 All Yrs.
IT 175-400 All Yrs.
AT, CT & OT Enduros
HONDA
CR 125-250 up to 78
MT & MR Enduros
XR/XL 185-500
KAWASAKI
KX 125-400 up to 77
KX 125-250 A5
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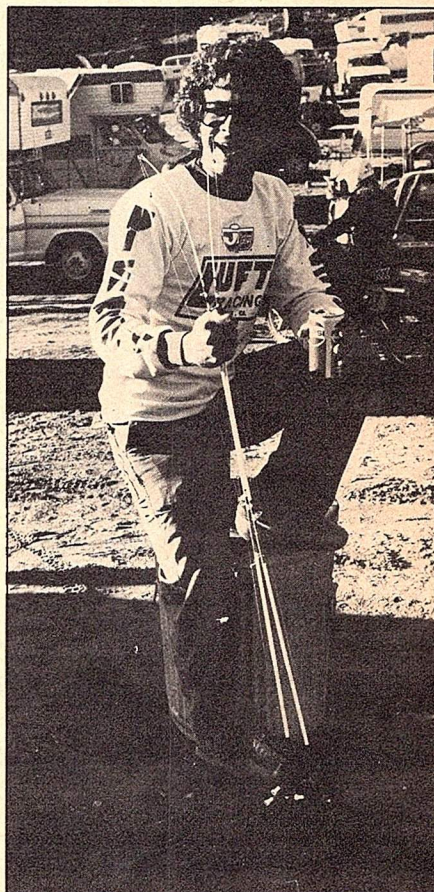


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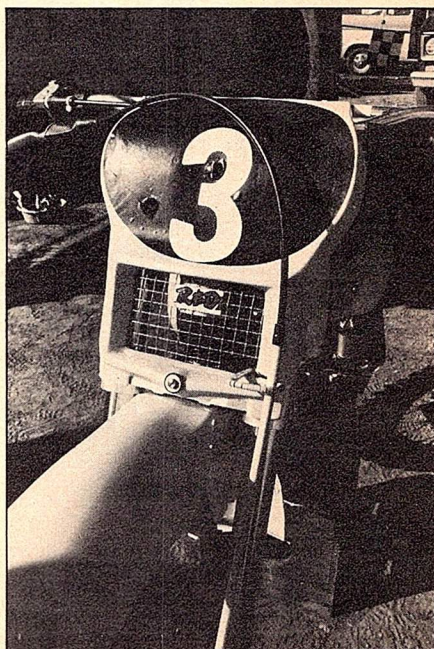
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Dirt



Radical Ron Turner has been employed at Suzuki to be the R&D rider. This job has been held by such riders as Bob Hannah, Danny LaPorte, Marty Moates, Jeff Jennings and Gary Ogden.



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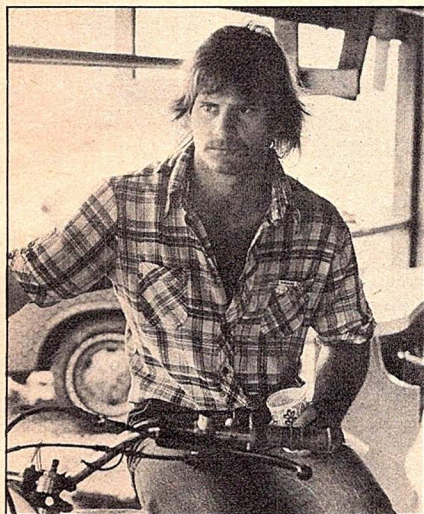
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MARCH 8	SUPERCROSS, DAYTONA, FLORIDA
MARCH 14-15	SUPERCROSS, HOUSTON, TEXAS
MARCH 23	125/250 NATIONAL, SACRAMENTO, CALIFORNIA
MARCH 30	125/250 NATIONAL, SADDLEBACK, CALIFORNIA
APRIL 13	125/250 NATIONAL, HOUSTON, TEXAS
APRIL 26-27	SUPERCROSS, PONTIAC, MICHIGAN
MAY 3-4	SUPERCROSS, NEW ORLEANS, LOUISIANA



Rick Burgett ties the knot.

LUMBERJACK AND LUMBERJILL

Rick Burgett married his sweetheart, Diana Scott, shortly before Christmas in his hometown of Gresham, Oregon. The Yamaha star will be carrying the number 22 for the 1980 season.

□ □ □

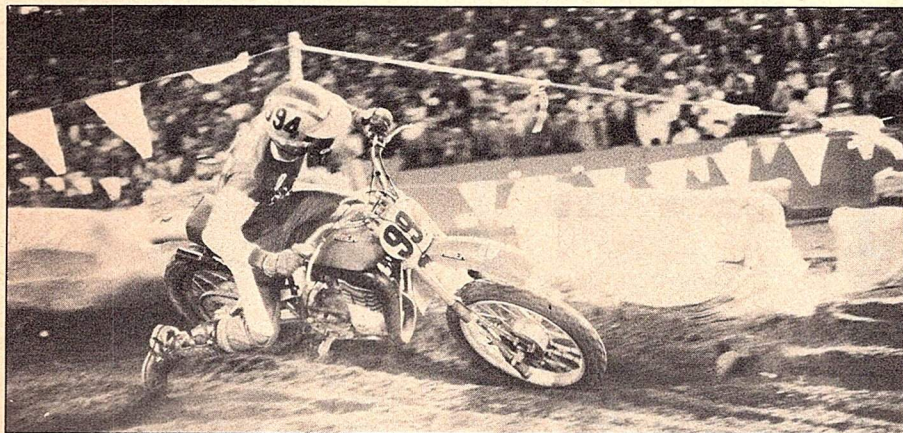


ABC SUPERBIKERS

The ABC-promoted Superbikers TV show and Olympiad-type race is in the can, as we say in TV-land. Kent Howerton took all the marbles in a strong performance ahead of Jim Weinert, Jeff Ward and first flat-tracker, Steve Eklund. There were ten motocrossers in the top 20.

The show is scheduled for showing early this year. Watch your TV Guide. It should be a heavy, since they had all the big wheels like Jim McKay, Jackie Stewart and Chris Economaki doing the announcing.

□ □ □



GARY JONES TO CAMPAIGN FLORIDA

Gary Jones will be traveling to the Florida Winter-Series for the first time in many years to test out the new production Ammex motocrossers. Gary, former 250 National Champion and America's first

major star, has spent most of his time commuting back and forth between Mexico and California. Gary and teammate Randy Rodriguez will contest the complete Florida series. Watch for them.

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DOWN UNDER SUPERCROSS

Mike Bell and Rex Staten traveled down to Australia to compete in the first Stefan's Superbowl of MX. They walked off with first and second in the 20-lap final in front of 12,000 rain-soaked spectators. The open-air Archerfield Astradome stadium has a capacity of 18,000 and is located in Brisbane. It was the largest sporting event crowd ever at the facility.

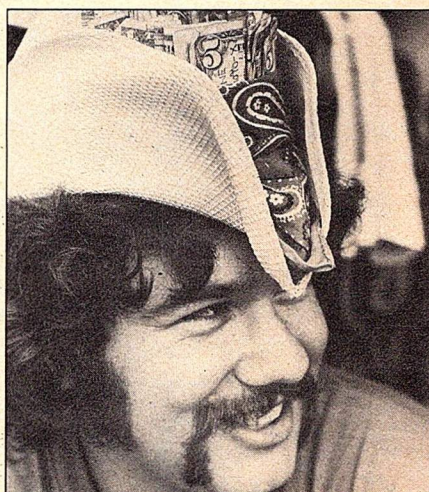
Bell came from a last-place start to take the lead at the midway point of the race from Sydney rider Stephen Gall. It wasn't until a few laps from the finish that Bell's Yamaha teammate, Rex Staten, was able to wrestle second from the local Australian hero.

This was a new experience for the Aussie motocrossers and there was the usual share of spectacular crashes, but fortunately no injuries. One of the heat crashes eliminated "Mr. Motocross" of Australia, Anthony Gunter, while transplanted Swede Pelle Granquist went on to finish third in the final ahead of another Brisbane rider, Stewart McLachlan. Stefan, the sponsor for the event, is a man's cologne or something like that. We heard that the A.C.U. (Australia's motorcycle sanctioning body) were quite miffed by the riding style of Staten with his high



Australian Pelle Granquist. Well, he isn't really Australian. Finished fourth.

leaps off the jumps and his hands off the bars. They were trying to disqualify him, yet the crowd loved everything he was doing. Shades of Westerville!



MARTY'S FRIENDS

A collection was taken up for Marty Trips at the USGP in Unadilla last year by some of the riders when they found out he was on his way out with Honda. Light-brown and McGoggle instigated the whole thing because they wanted to keep him around for a while. Although Marty is one of the fastest riders in motocross, he had a comparatively small salary contract with the red machine. He will be a force to be reckoned with this year. □

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Mail Entries

GOOD LUCK, JENNY!

Dear MXA,

I'm a female motocross racer, and here where I live, they don't have very many girls that race, so I have to race against guys. July 29th, I was racing up in Boise, Idaho, and I wrecked and broke both of my bones below my knee. I have to wear a cast for a year, so I just sit around all day with nothing to do. So if there're any MXA readers out there, I sure am dying for someone to write to. If there's anyone out there looking for a pen pal, I sure would like to hear from you!

Jenny Smith
1940 Cottage Ave.
Pocatello, Idaho 83201

LIGHTER THAN AIR?

Dear MXA,

First I have to say that you have a fine magazine, except let's hear more about the 100s. If everyone is so concerned about saving weight, factories, privateers, etc., why don't they put helium in their tires and forks; everyone knows helium is lighter than air.

Cyclone Claerbout
Cedar Grove, Wisconsin

Hurricane Bob small, causing little damage

NEW ORLEANS (AP) — Hurricane Bob, the first Atlantic season storm to bear a man's name, washed inland over the Louisiana coast today with gusty winds, high tides and heavy rains — but not much punch.

—There's not a great deal of wind damage and only a small amount of water damage," said Mayor Wayne Cudry of Grand Isle — one of the first spots passed by the storm. "Our most pressing

problem seems to be from power failure. All of the island is out." Other areas in the path of the storm reported only slight damage. At Houma, three inches of rain lay in the city hall basement and there were isolated power failures, but no electric lines were down.

"This is a small hurricane," said forecaster H. R. Ramirez at the U.S. Weather Service in New Orleans. "It does not have a very well-defined eye. It is very weak."

BOB'S EYE FAILING?

Dear MXA,

Here's a little news item I found in the *Tacoma News Tribune*, June 11, 1979.

Will Lowman
Tacoma, Washington

LOOK WHO'S BACK

Dear MXA,

You might remember me, this is the "Yellow Streak" writing directly to your fine mag from Saudi Arabia.

I'm into RM Suzukis now, and I'm just writing to tell you and all the world that my RM125T will blow the doors off of any YZ, CR or KX125 out there in the world of moto squid-dom.

By the way, is it true about Jody and Lizzy Leftover?

"The Yellow Streak"
Sandland, Saudi Arabia

BUT SERIOUSLY!!

Dear MXA,

I have a Hodaka 125. It's pretty trick, but is there any way I can get it turbo-charged? I thought maybe if I turned the carb 35.6 degrees east, and ported my cylinder, that maybe it would do the job. Please let me know if you have the info.

Arnold Fudpucker
Reno, Nevada

Dear MXA,


I agree with Robert Garrett from Houston, Texas. Why don't you write more about the minis? Those suckers are pretty powerful for their size. Out here where I live I love racing minicycles.

Louis Chirco
Bridgehampton, New York


(You mini lovers will be happy to know that MXA is coming out with a mini-bike "one-shot" called "The Mighty Minis." It should be on sale sometime around the end of March, OK?) □

0123456789

WIDE DESIGN NUMBERS-6"



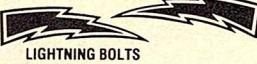
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Wing Nut

YZ-F VERSUS YZ-G

Dear MXA,

I own a '79 YZ125F Yamaha, and I would like to make some suspension, engine and handling improvements, for a reasonable price. Please help me.

Do you know why my brake anchor arm keeps breaking or tearing away from the frame? What can I do to prevent this?

Shaun Hansen
Hemet, California

After checking out Yamaha's new YZ125G, you should be a proud owner of a '79 125F. Indeed, you need to make some suspension improvements, but that's not so expensive. Once you've installed the proper long-travel modifications, the desired good handling will be inevitable. Power output of the stock 125F is respectable and highly competitive with the new G. The G's basic improvements are in the suspension department. So, if you own an F, why spend so much more money on a G just for suspension, right? I'm sending you my new FMF catalog which explains my recommended improvements to the mono-shocks and forks at a price I'm sure you'll like. Your rear brake anchor arm isn't the only faulty one in the world. It seems that the little Japanese lady who welds those on the assembly line has too much Sake at lunch, and all the afternoon brackets part at the welds. As insurance, you should either reweld or refabricate a new bracket for safety.

FLEXIE REPLACEMENT

Dear MXA,

In the spring I am getting an RM125T. I was wondering what you would recommend as a replacement for the stock rubber rollers in the chain guide? What would you recommend in place of the stock RM gearshifter?

Mike Wynn
Glenn Falls, New York

I have just the solution for you. A company by the name of International Motor Sports has specialized in making replacement necessities for your motocrosser, such as a nylon replacement roller for your stock chain guide. These will wear, but not as fast as the Japanese models. IMS also makes a deluxe folding shift lever. As a matter of fact, they make one for almost every motocross machine available. The levers are made of 4130 chrome moly, and come in colors, such as yellow for your Suzuki. This shifter is absolutely the finest of all folding levers. Order yours from IMS, 3845 Stoddard Ave., Riverside, California 92501.

SMOKE BOMB SUZIE

Dear MXA,

My RM250B recently started smoking and blowing oil out of the exhaust pipe. Bad! It won't run without the choke on. I asked my dealer what to do, and he suggested putting rings in it. I did, and it still smokes. What should I do? How about a bore job and new piston?

Doug Burson
Ravenna, Ohio

Friend, your problem is with your respectable Suzuki dealer. It's true, you probably need new rings, even a piston and rebore, but anyone should know that if your engine starts smoking for no reason, and especially if you're not adding any oil to the fuel, then oil has to be coming from somewhere, right? It's coming from your primary case through the



main seal of your crankshaft. It's no surprise; the seals do wear and suck whatever's available, oil or air. The sucking air explains the leanness, and the need for the choke and the oil surely explain the smoke. Sorry, but it's time for an entire engine overhaul. While you are at it, replace all the seals and bearings. I'm sure your dependable old "B" deserves it by now.

SIMONS OR FOX

Dear MXA,

I have a question about my 1979 Husky 250 CR. The forks give me a very smooth ride, but they sure do flex a lot. Would a Simons or Moto-X Fox fork give an already great-handling motorcycle even more precise steering and stability?

Lynn McIver
(No address given)

Of course, if you ask either of those two companies that question, they would say yes. In fact, accessory forks would stabilize your steering reactions and give you more security at speed and in the rough, but it will be hard to get as smooth a ride as the one you're getting from your late-model Husky forks. So, you'll have to weigh the advantages and make your own decision.

MY FRIEND'S RM

Dear MXA,

My friend owns an RM250C2. It has a DG torque reed, and the ports have been cleaned up. I made a high-compression head gasket for it. The bike is fast, but my friend rides enduros and trail rides, besides riding MX. He wants more low and mid-range power. What could be done to make the Suzuki better for enduros? Would a heavier RPM Products crank shaft and 38mm Mikuni help?

Scott Eagan
Poplar Bluff, Missouri

Naturally, a heavier crank assembly will add low-end grunt and tractability to any motor. I didn't know RPM had a heavy crank available for the RM, but if so, go for it. If not, try a PE250 crank assembly with the bonus addition of a PE ignition system. Its flywheel magneto is a great source of slowing down the wild revs of the RM. This modification will cost some bucks, but it sounds like you'll have an interesting and successful dual-purpose machine. Who could ask for more? May I suggest that you not use a 38mm carburetor, but a 36mm, and preferably an EI carb for maximum low-end efficiency. Also, try replacing your DG reed petals more often than you think necessary; they'll need it. □

FOX FACTORY SHOX...

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IT'S A NEW ERA:

Over a year of intensive engineering and testing has gone into the development of an exciting new spring shock absorber that's finally good enough to carry the FOX FACTORY label. FOX FACTORY SHOX may look similar to others on the market, but significant engineering details make all the difference. The heart of any shock is its piston. Bob Fox has applied for a patent on the new piston he designed for FOX FACTORY SHOX.

The same rugged simplicity of construction in FOX AIRSHOX is built into FOX FACTORY SHOX. So now you have the choice of either the world's finest air shock absorber, or the world's finest spring shock absorber.

PROGRESSIVE DUAL RATE SPRINGS:

In order to provide the optimum response over both large and small bumps, there is a wide choice of progressive dual rate springs. No other manufacturer offers the same variety of springs.

FADE-FREE DAMPING:

Our exclusive new piston design provides dyno-proven fade-free performance from ambient temperatures to over 300°F, higher than any ever encountered on a race track. These are the most completely tunable spring shocks ever offered. Compression and rebound damping, both low and high speed, can be precisely adjusted to match varying requirements. All adjustments are independent of one another and no exotic tools are needed.

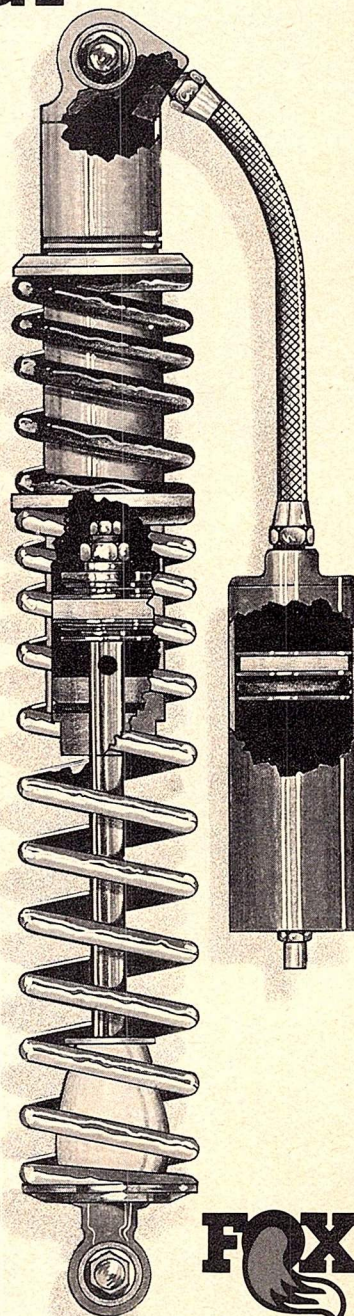
REBUILDABLE:

FOX FACTORY SHOX are completely rebuildable. They can be taken completely apart and reassembled in only 10 minutes using simple tools.

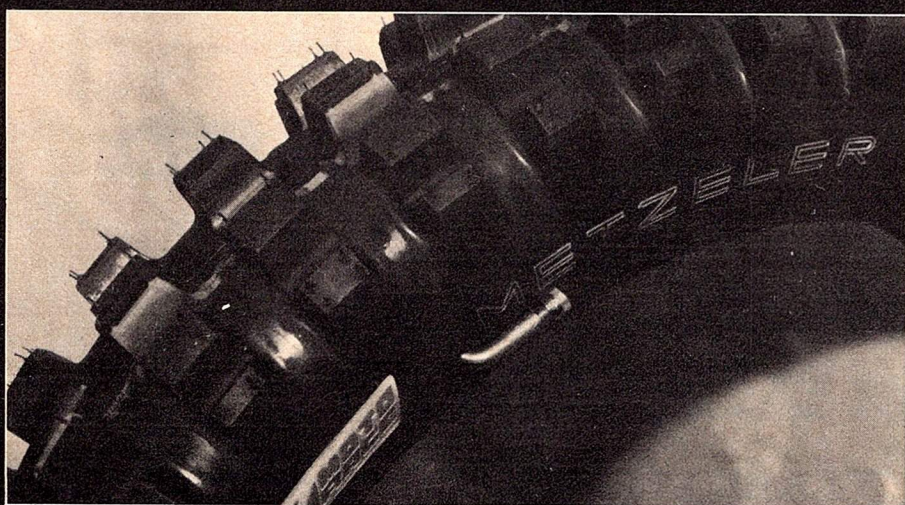
Available for \$275.00 complete with springs and reservoirs at finer dealers worldwide. Or order direct (Calif. residents add sales tax) from:

MOTO-X FOX

520 McGlinchy Lane
Campbell, CA 95008 (408) 371-1221



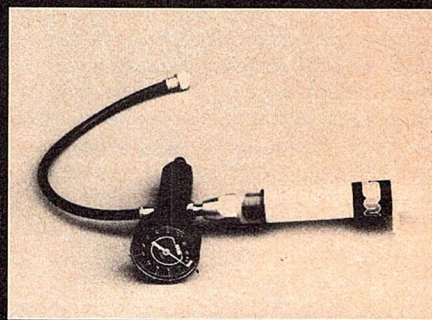
Tricks From The Trade



RUBE TUBE

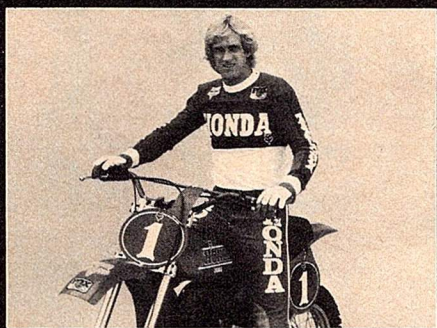
Next time Cousin Elmer comes into town, slap one of these new Metzeler rear tire/tube combinations on and ask him to check the air pressure in your Metz. He'll freak for sure searching in vain trying to find the stem in the rim. Cautiously explain that instead of being in the rim, the tube is that funky-looking curved thing on the sidewall. Then try not to blow up as he informs you that he thought that funky-looking curved thing on the sidewall was a

nail and pulled it right out. The new Metzeler tire/tube assembly will come as either a left- or right-side valve stem, depending on your make of cycle. Metzeler has been experimenting with this tire/tube technology in Europe for some time and found it to be as strong as conventional tires and tubes. It looks to be the hot setup to keep rims from pulling stems out of tubes. For more information, contact Moto Race, (413) 734-6211.



HANDY, SIMPLY, SANO PUMPING PRODUCTS

When something functions as its designers intended it to, one tends to get really pumped up about that product. S&W's handy little hand pump is such an item. They've now gone one up on themselves and have incorporated a built-in air gauge and release valve that makes working with air suspension systems a snap. You can dial in the right pressure and add or bleed off just the correct amount of air without worrying about what got out as you were checking it. It's handy, simple, lightweight, and fits right in the toolbox. Such a deal. For more info, see your local S&W dealer or write: S&W Engineered Products, Dept. MXA, 2617 Woodland Dr., Anaheim, California 92801.



THE NOYCE CHOICE

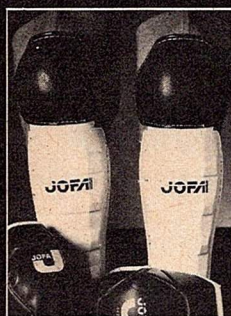
One of the advantages of being 500cc World Motocross Champion is that everybody wants you to endorse their products. Well, Graham "Crackers" Noyce held out, and instead of signing with Hostess Twinkies or Nabisco, signed with Moto-X Fox to use their extensive clothing line (clothes-line?) and protective riding gear. They'll also run bike-related accessory components on Noyce's factory RC Hondas as well as his production CR Honda practice bikes. Both Graham and tuner Bill Buchka will be helping Fox test and develop new products throughout the GP season. Just think, though; imagine Noyce doing a graham cracker commercial on TV. Bruce Jenner, eat your Wheaties! For more info, see your local dealer stocking Moto-X Fox garb or write: Moto-X Fox, Dept. Freaks for Greeks, 520 McGlinchy Lane, Campbell, California 95008; (408) 371-1221.



WE FORGIVE YOU, MALCOLM...

What's this? A tank bag and a speedo on a "motocross" bike? Well, we caught you this time, Malcolm, but don't try to pull any "fast" ones on us again. We're letting you slide this time because your new signature gloves are so sano. What with their soft cowhide (all hard cows are rejected) construction, tough vinyl backing and comfortable palm padding, these gloves are the only ones Malcolm has ever per-

sonally designed and endorsed. They're also built to last, says Malcolm, and the price is reasonable at only \$22.45 a pair. For more information, contact Malcolm Smith Racing, Dept. MXA, 7563 Indiana, Riverside, California 92504. Maybe Malcolm just wants to know how fast he's going and where the turns on the MX course are? But you can never be sure about these things.



PADDING THE PAYROLL

Avoid knobby knee syndrome and strawberry elbow complex by doing a little padding of the old payola from the old payroll into your kneebo-elbowlas. Jofa's shin and elbow guards could save delicate knees, shins and elbows from unnecessary damage inflicted by unsavory trees, ruthless rocks and gregarious gravel formations. Jofa's shin guards come in three lengths—10-3/8-inch, 12-inch and 13-1/4-inch—for people likewise inclined. The lightweight elbow pads come in both junior and senior models. Join the "Save the Knee Foundation" by contacting your local dealer carrying Jofa products, which are marketed by Volvo (the Swedish car people) of America, Rockleigh, New Jersey 07647, Dept. MXA; (201)768-7300.



GOOD STUFF – BUT DON'T DRINK IT!

Bel-Ray's light-viscosity gear oil could be just the ticket to help turn rough, hard-shifting trannies into snic, snic, snickers. It definitely improved the shifting on our Can-Am 125 (February MXA). The light-viscosity thin oil can turn a hard-shifting gearbox into a smoother-shifting less-missed-shifts way around the track. It won't fix a broken gearbox or cure a clumsy foot, but it could just save you from premature neutralitis or a terminal case of "Missuscogleeosis." The gears you save may be your own. Available at finer dealers everywhere. Well, maybe not everywhere, but most places, anyway.



MONDO-MINI KAWA

If you never caught the movie, then you might want to check out the book. It's available only at your local friendly Kawasaki dealer. What it is, is a list of competition accessories for the KX80, ranging from swingarms and S&W shocks to air forks, FIM side panels, seat kits, long-travel fork

kits and fork boots, a roller chain guide and Dunlop K-190 tires for the mini-rice-burners. All that neat stuff that they should probably have put on at the factory. Oh well, maybe next year. See your local Kawasaki dealer, of which there are 1300 nationwide.



WHAT IS A HOOT BOOT?

Hoot-night, for those unfamiliar with the night life in their areas, is the night when anyone who gives a hoot about partying goes out and engages in same. Now, if you give a hoot about partying, you might not give a hoot about racing. Then again, you might just give a hoot about both. Whether you're hootin' out on the town or out on the track, Hi-Point Racing gives a hoot about the boot you put on your foot. (Rhyming Simon' must be turning over in his grave!) Hi-Point's Alpine Stars are a quality boot worn by such top riders as Brad Lackey, Darrell Shultz and Roger DeCoster. They feature an exclusive quick-fasten buckle system for easy on and easy off. Extra padding is sewn into the ankle and shin areas and a stainless steel shin guard caps the package. Available in sizes 5 through 13, plus half-sizes, as well as mini-MX sizes 1 through 7. See your local dealer carrying Hi-Point products.



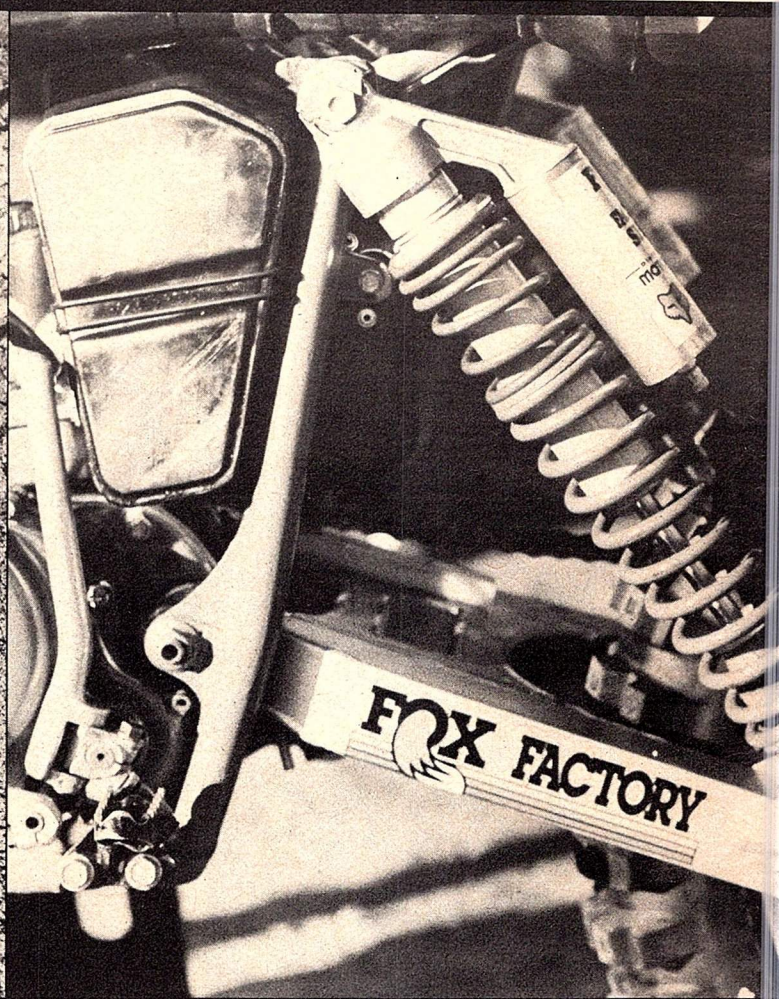
WHEN JOHNNY COMES MARCHING HOME

Team Mugen 125cc pilot Johnny O'Mara is aiming at causing some havoc among the factory elite in the 125 Nationals during 1980. Johnny has won the coveted number one plate three times in the rough-and-tumble Southern California 125 pro motocross wars. Both he and Mugen U.S.A. seek to upstage the factory stranglehold on National titles. It's a large order to fill for both of them. O'Mara has the skill and dedication it takes to get the job done, and now, hopefully, the bike. Mugen, the offspring of one Soichiro Honda, will support Johnny on a production water-cooled machine (not shown) in their first bid at a National racing title in this country. They also plan on selling the bike they're racing. It won't be cheap, but it will be just what they're racing. For more information, contact: Mugen U.S.A. Ltd., Dept. MXA, 6878 Santa Fe Ave. East, Hesperia, California 92345; (714)244-6405. □

SUSPENSION



44mm front forks with forged aluminum sliders and triple clamps must weigh a ton. In fact, they weigh less than stock Honda forks!



FOX FACTORY

Forx, Shox and Swingarms

□ Each step in the history of motocross is the building block for the next plateau. Suspension has gradually been increasing in both travel and quality to the point where effort is now being exerted to manufacture more precise instruments, instead of just longer ones. Moto-X Fox has been at the forefront of the suspension revolution, and they don't intend to fall behind.

The new Honda CR250R is the perfect testbed for the detailing of suspension components, and the Fox Factory has been working for over a year to develop the suspenders to do the job. Last year we tested the 44mm Fox Forx and Fox Factory swingarm on Jim Turner's European Grand Prix bike. The improvement in

Turner's CR250R was massive, and we opined that Honda owners who wanted the ultimate would have to spend the bucks if they wanted technical superiority. But the Fox Factory, which is a completely separate company from Moto-X Fox (although they work hand in hand), wasn't satisfied with the Forx at that stage. The problem was that seal life on the humongous 44mm legs wasn't up to OEM life spans. For six months Bob Fox experimented with every conceivable seal material, until the correct design and combination was tracked down on the other side of the world. The new seals have finally put the forks into production.

The swingarm had never been a

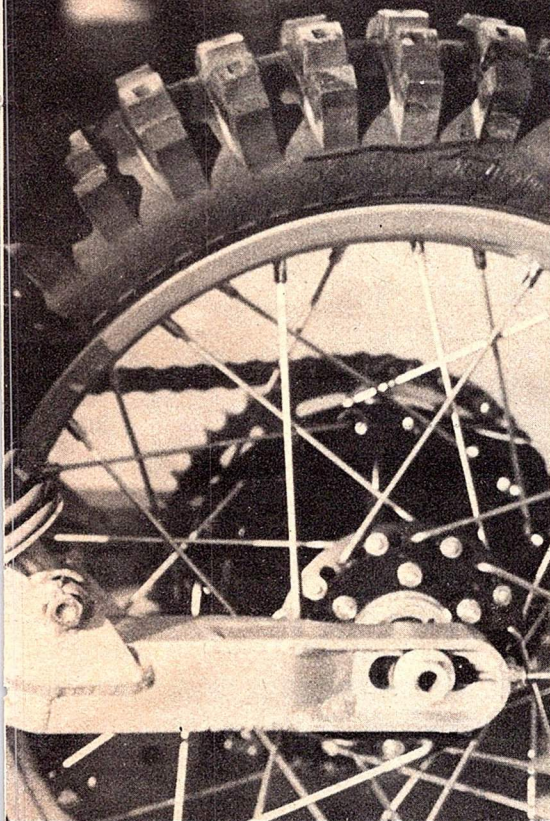
problem for the brothers Fox, and it was in enough demand to appear on a few Honda works bikes in 1979, but the Fox Factory wanted a new shock to fill the wishes of a vast number of riders who won't put their faith in the Fox Airshox. How many times have you heard someone say, "A spring won't go flat!" Bob and Geoff Fox have heard it a thousand times more than that!

THE FOX FACTORY SHOX

The Fox Factory Shox are the result of technical wizardry and observation. Without a doubt the most highly rated shock on the market today is the Swedish Ohlins shock. The Fox shock has learned its lesson well, and gathered in whatever the

The piggyback Fox Factory Shox are the best shocks on the market today. They are even made in America.

When it says Fox Factory on your forks and rear end you can play games all day long.



DRY FLYERS

By Jody Weisel

Ohlins had to teach, while tacking on its own improvements. The Ohlins shock was based on the popular European Hulco shock, and it wouldn't be far off to say that the Fox Factory Shox are based on the Ohlins. It also wouldn't be fair!

The Fox shock is perhaps the best spring shock on the market. It is superior to the Ohlins shock in every category of performance. The damping is designed to operate on oil volume rather than oil viscosity. The flow of the fluid through the orifices controls the rebound and compression damping rather than the weight of oil. Endurance and heat tests have had the Fox shocks live to a temperature of 425 degrees, while the average shock goes

into terminal boil-over before 300 degrees.

Low-speed damping (over small bumps) can be adjusted by changing a jet on the end of the shock shaft. The jet, similar to a carburetor main jet, can give a rider an assurance of feel over the small bumps without causing a corresponding dip or rise in the high-speed stages.

The rough terrain, high-speed and big-bump jolts are handled by changing the thickness of washers (shims) on each side of the damping piston. This is the same method that is used by Ohlins, but a Fox shock can be popped open and rebuilt in one-third the time it takes to crack an Ohlins.

The construction of the Fox Factory Shox is the high quality that we have come to expect from the premier suspension manufacturer in the world. The shocks have piggyback reservoirs (also available with remote reservoirs), heim joints in the shock eyes, and a wide selection of straight-wound and progressive springs. The retail price is \$285 complete. Thanks to the Fox Factory and Moto-X Fox's efforts, the new shocks will probably be more popular than the phenomenal Fox Airshox. That's going a long way.

FOX FACTORY FORX

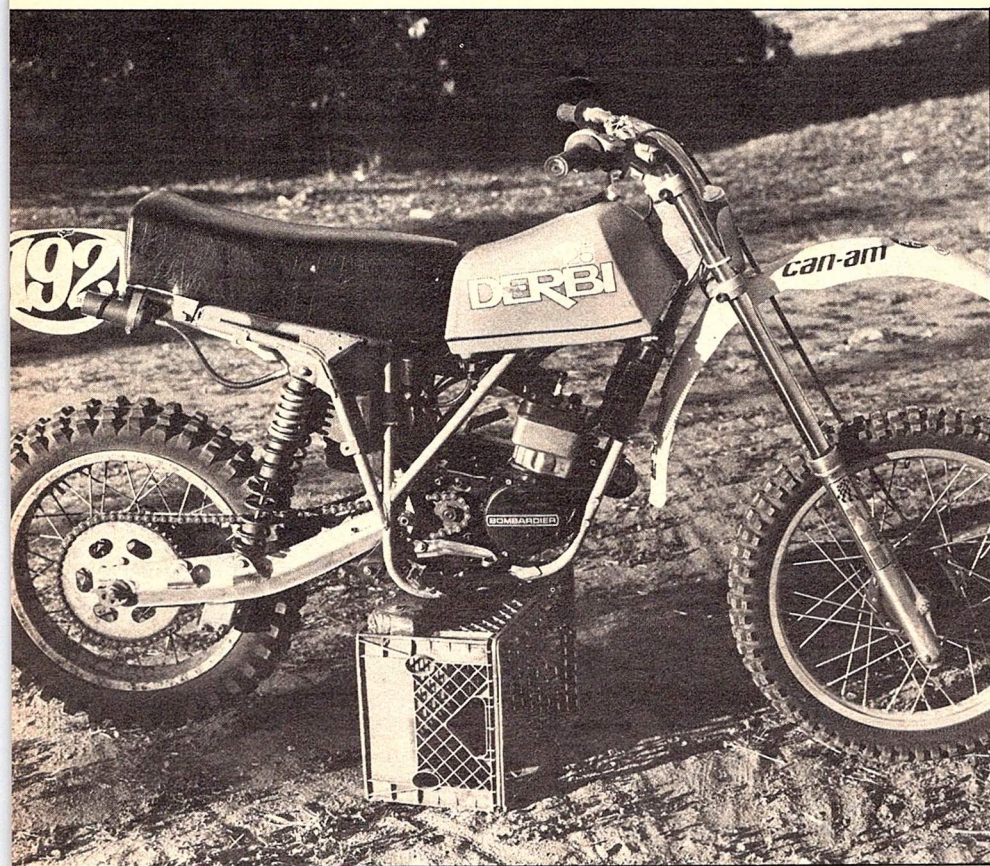
The Fox Factory Forx are the strongest

(continued on page 68)

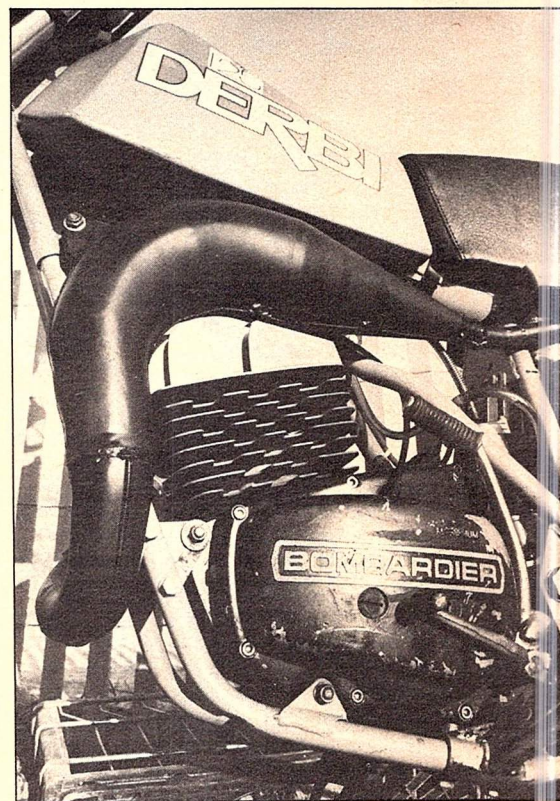
CAN-AM WATER-PUMPER **ROTAX/ BOMBARDIER 125**

Canadian dream machine via California

By Jody Weisel



In its final form the latest Derbimobile featured Ohlins shocks, Thor swingarm, M. Robert rear fender and a Chrysler heater core.



The rocketship chrome cylinder of Number One was so fast that it was too pipey to ride. The pipe is a modified YZ125E pipe.

□ Last February, while we were cavorting in Valcourt, Quebec, at the Bombardier factory, Tony Murphy, former Daytona go-faster and Can-Am rep, suggested that perhaps we would like to get involved in a Can-Am motocross project bike. Tony casually mentioned a few trick tidbits that he had lying around.

Since Can-Am has not made a 125cc production motocrosser since 1977, and they were planning on reintroducing one in the 1980 line, it seemed like a viable proposition to try and build a 125 to compare to the production effort.

The only available Can-Am 125 mills were 1976 production engines, and a couple of prototype engines left over from Jimmy Ellis and Charlie Iott's National Championship effort.

In March, Tony and I scrounged up enough parts to make a complete rolling chassis, even if it was a little shopworn. Kenny Zahrt tossed in his MX5 250 frame, a 1978 MX4 swingarm went on, we found one Girling shock, and a set of Marzocchi's with blown seals. When the Can-Am was all bolted together, it looked less than promising.

ROTAX/BOMBARDIER NUMBER ONE

Starting with a stock Can-Am 125 lower end, manufactured by Rotax in Austria, we bolted on a special chrome cylinder with radical porting. The cylinder came

from Can-Am's road race and Bonneville effort. We should have taken it to Bonneville, instead of Saddleback! The standard transmission was too widely spaced for the high-rpm engine, and the result was a frantic ride of clutching and bogging. The bike was fast, but almost impossible to keep on the powerband.

But Number One showed that the Marzocchi forks had had it, new shocks were needed, and that the standard power bend Magura levers weren't the hot setup.

ROTAX/BOMBARDIER NUMBER TWO

Number Two never hit the racetrack. The second engine was a water-cooled Rotax cylinder and head that operated off of the thermo-siphon system. The water got hot and circulated itself through the radiator, and then back into the cylinder. It was at this point that it was discovered that each of the Can-Am cylinders had the exhaust port in a different location. The result was that the special exhaust pipe we had fabricated for Number One had to be changed.

The water-cooled cylinder, which was almost identical to a stock cylinder in appearance, was too heavy and also too pipey for our tranny. But the suspension was beginning to get dialed in. A quick call to Kayaba had resulted in a set of 15½-inch KYB F-series air shocks and 38mm Kayaba air forks. The forks slipped

right into the Marzocchi triple clamps, but the shock holes had to be enlarged and new bolts used to mount the shocks.

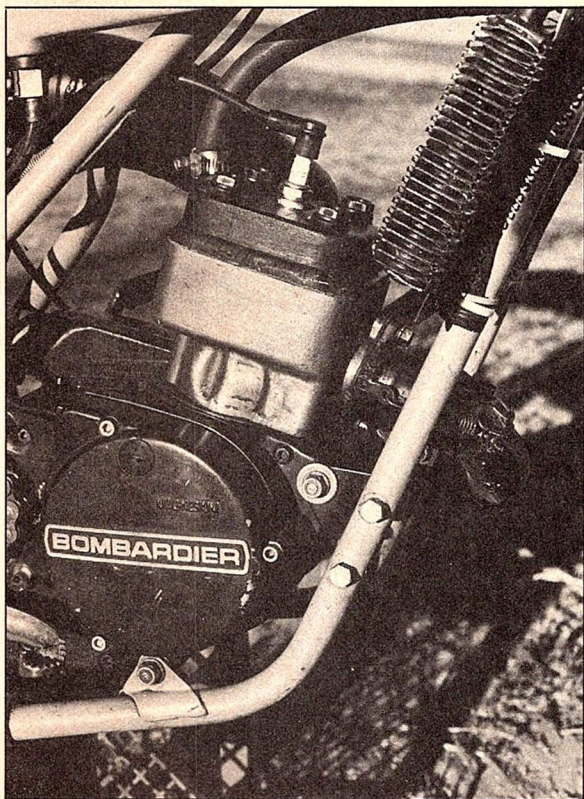
ROTAX/BOMBARDIER NUMBERS THREE AND FOUR

The third engine was Kenny Zahrt's 1976 125 race engine. It had a short life span, because we failed to break it in long enough and it seized. When engine number four also seized, we began to suspect that the special internal rotor Motoplat that we had joyously installed was frying the pistons.

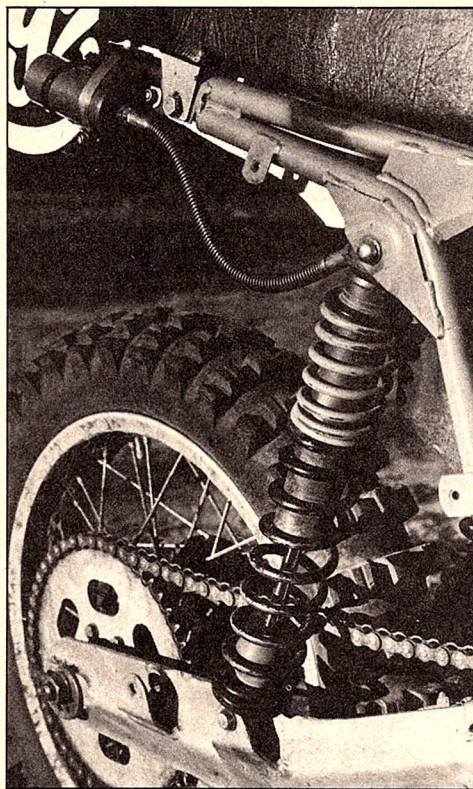
A Suzuki front wheel was attached to the front forks, and Preston Petty fenders were mounted front and rear. The large orange side panels were trimmed down with a jigsaw to make a sleeker shape. The Magura levers were replaced with stock Suzuki lever assemblies. Renthal aluminum handlebars replaced the Gary Jones replicas. The rear frame loop was cut off, and additional cross-braces and fender tabs were welded on under the frame.

The package was beginning to come together. The bike handled very well, thanks largely to the 250 frame and over 11 inches of suspension. Of course, the head pipe had to be rewelded to match the exhaust port.

(continued on page 67)



Devoid of finning, the Rotax 125 engine looks smaller than 125cc. The pipe bends under the radiator before starting backwards.



The special one-off swingarm has mounts for long Fox shocks or short Ohlins. The frame bears the burn marks of continuous welding, changing and chopping.



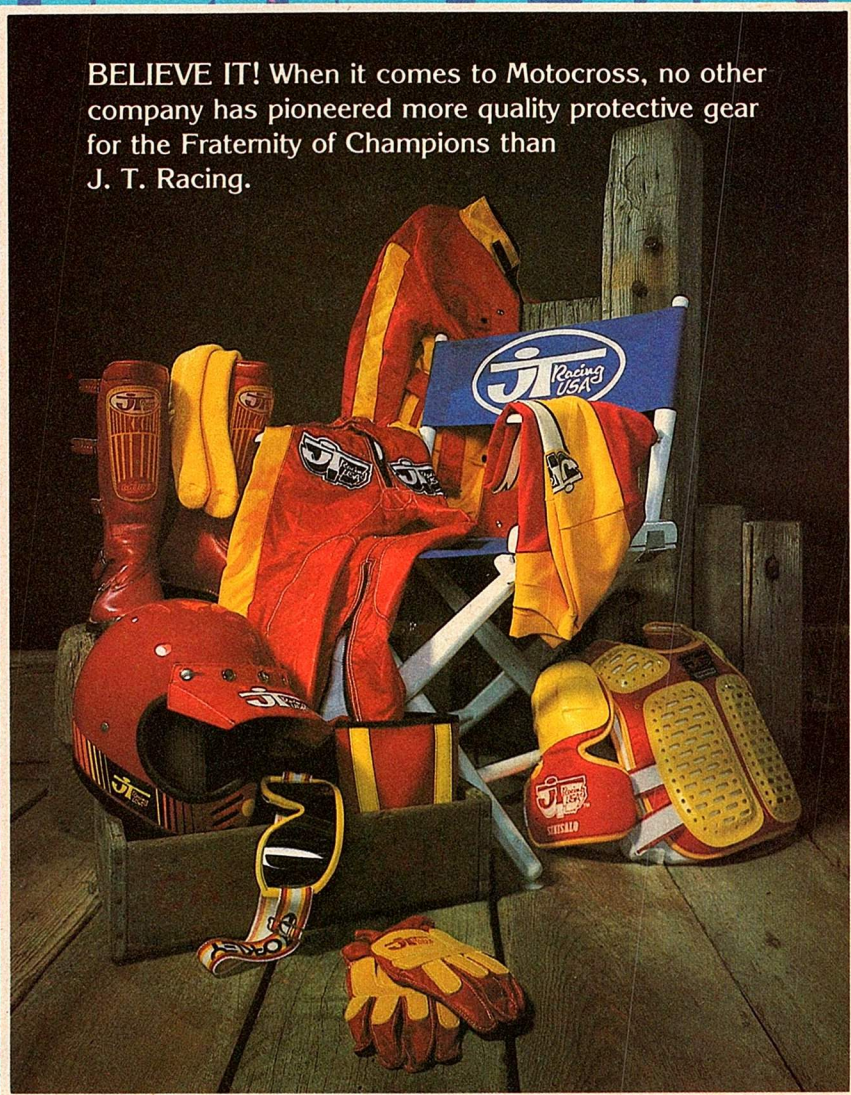
The rear suspension was handled by a short MX4 swingarm and Kayaba F-series air shocks. The shocks are a quick and clean fix.

TEAM HUSOVARN
DANNY LAPORTE
-TEAM YAMAHA-T
JEFF WARD-JOHN
GERRIT WOLSINK-I
BOB HANNAH-BR
-HEIKKI MIKKOLA-
SCOTT GILLMAN-B
M SUZUKI-TOMMY
KENT HOWERTON
MMAICO-MARTY
BROC GLOVER-CHU
MARTY SMITH-BR



WE GOT THEM

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FLASH! CYCLE WORLD — DEC. 1979. "One brand of tire consistently came up at the top of our result sheets — Pirelli." When it comes to tire testing, the true test is and has always been at the track. That is where Pirelli stands tall. Whether at Sebring as original equipment on Porsche, Maserati or Ferrari or at Unidilla on Hannah's Yamaha or La Porte's Suzuki, Pirelli can be trusted. With a Motocross tire for every conceivable track condition, it shouldn't surprise you that of the 5 major American Motocross titles, Pirelli captured three in 1979 — 250CC National, 500CC National, and Supercross. It wasn't beginners luck — it was Hannah, La Porte and Pirelli pride.

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PIRELLI

PLUMBING

HONDA 250 WATERPUMPER

Antifreeze for ice racing?

By Jody Weisel

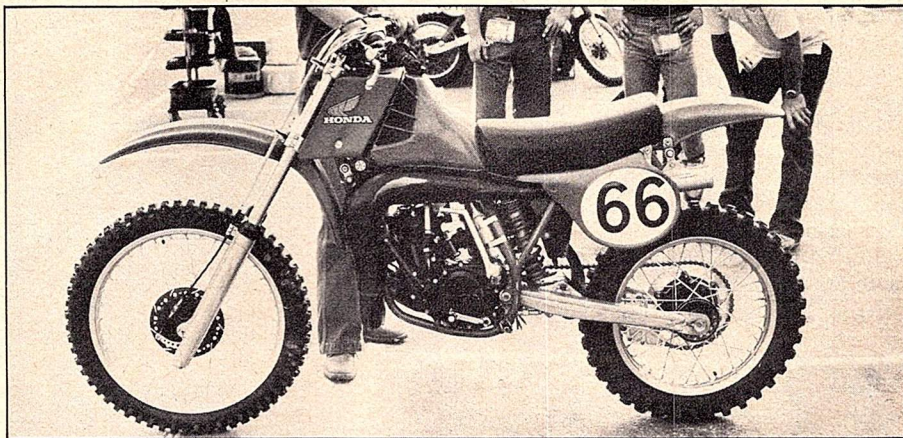
□ The claiming rule hadn't been dead for very long when the first exotica showed its technocracy to the beleaguered privateers and the rush was on. Within a week after the arrival of the new Honda RC250ME Pro-Link water-cooled monoshock, word was leaked that Suzuki had unveiled a water-cooled 250 in Japan. The liquid Honda, ridden by Steve Wise and new Honda teamster Chuck Sun at Anaheim Stadium, showed a lot of promise with a strong fifth place by Texan Steve Wise.

The Honda design proves that while Honda's development hasn't stood still, it has spent even more time watching the other factories.

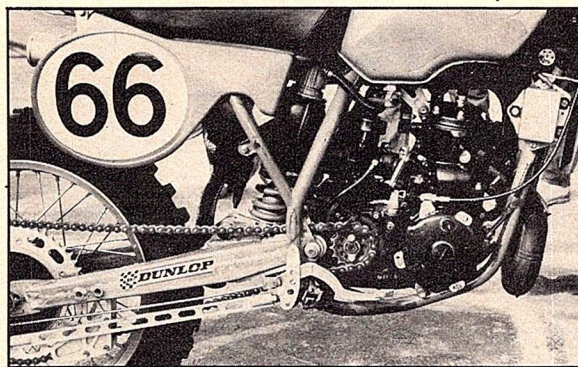
The water-cooled engine is run on a stock RC250 lower end with a Star Wars conglomeration of plumbing attached to the left side of the engine. The water pump, driven off the crank, feeds the cylinder through a series of cast aluminum water lines. The cast lines eliminate the possibility of a hose breaking or rubber connection being dislodged by a rock.

The water is cooled in two separate radiators located in front of the gas tank. CZ was the first motocross manufacturer to mount the radiators in the gas tank. The CZ 125 works bikes of 1977 broke the ground for Honda. The Honda radiators are shrouded by large plastic scoops to funnel the air into the cooling cores. A mesh of aluminum rods is welded to the tank to keep the rider's knees from banging into the radiator. The front number plate is raised to improve the flow.

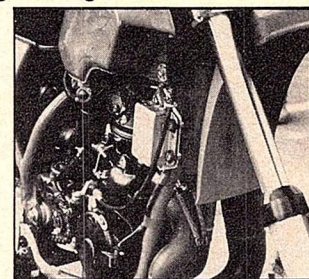
The rear suspension is borrowed from Kawasaki, with a twist. Honda spokesmen said that the Pro-Link suspension was one generation ahead of the Kawasaki Uni-Trak. In essence, the Pro-Link is little more than an upside-down Uni-Trak. The shock mounts rigidly to the frame at the top and connects to the swingarm through an eccentric cam-type lever. The lever controls the angle of the shock and works to keep optimum leverage on the suspen-



Christened the Pro-Link, the new Honda water-cooled works bike has more unusual features than the Incredible Hulk. The single shock, water-cooled cylinder, dual radiator, air-vent 250 is the forebearer of next year's engineering feats.



The air box is behind the shock and has a black plastic air boot wrapping around it. The swingarm is aluminum. Etched in the cases are the words RC250ME 4/79.



The radiators rest on each side of the gas tank, and plastic scoops guide air through the cores. The fit is so tight under the tank that the black box had to be mounted on the front downtube.

sion. The cam attaches to the frame with an adjustable tie-rod. The tie-rod can be lengthened to lessen or heighten the effects of the leverage ratio.

The swingarm is aluminum, while the shock uses an aluminum body and remote reservoir. The massive spring has its preload adjusted by screw-on collars.

DOES IT WORK?

Honda rented a local motocross track several hours north of the busy L.A. area, and spent two days testing in semi-seclusion. The bikes have been raced in Japan for almost a year now, but had yet to face a stiff test. Debuting the bikes at the last race of the year, and a stadium race at

that, was more of a psychological ploy than a test by the Honda team. The water-cooled bikes will only show their mettle in long outdoor races, where the cooling properties can maintain horsepower longer. Twenty-minute stadium motos in the cool of the evening are no real test.

The Honda riders were excited. They claimed that the bikes knocked three seconds off of their lap times during the two-day test session. Suspension expert Bruce Burness, known for his work on De-Coster's Ribi Quadra-lateral forks and Ohlins shocks, was called in by Honda for consultation, and offered the opinion that the days of the dual shock setup are numbered. □

□ Seven years ago the European 125 was soundly thrashed and sent packing from America's shores. The 1973 release of the Honda CR125 ended the reign of the Sachs, DKWs, Monarks and Pentons. In the ensuing years the Continental manufacturers have made half-hearted attempts at regaining a semblance of pride in the 125 class, but the bikes have been little more than 250s with wheezer one-two-five mills.

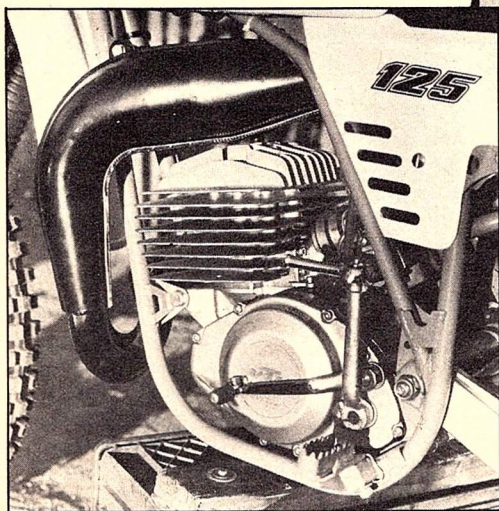
KTM has finally changed all that! The all-new KTM 125RV (reed valve) is the first competitive tiddler to cross the Atlantic in seven long years. The American 125 market is the biggest motocross trading place in the world, and it has belonged, lock, stock and barrel, to the Japanese. Not that KTM hasn't had a 125 sitting in their showrooms the past few years, it's just that sitting in the showroom is about as close as they have gotten to the racetrack. The old KTM 125, along with the Husqvarna 125, Can-Am 125 and Maico 125, didn't sell because as a group they were overweight, underpowered and hideously expensive.

The 1980 KTM 125RV isn't overweight or underpowered, but it is hideously expensive. Two out of three isn't bad.

THE ICEMAN COMETH

The icicle-white KTM isn't a cheap motorcycle. The retail price is several hundred dollars more than any J-model 125. KTM is an old Austrian firm that never takes the easy or inexpensive route in the production process. They have built a reputation on quality workmanship. They also have three 250 World Championships on their mantle back in Salzburg.

Everything on the bike is new this year. The engine is the lifeblood of a 125, and KTM has gone all-out to produce a competitive 125. The 123.6cc engine derives its power from a 54mm by 54mm bore and stroke. The long-skirted, single-ring piston is windowed on the intake side and



Primary kickstart, folding shift lever, case reeds, stamped pipe and white plastic make the KTM a looker.



RACE TEST

KTM 125RV

Good guys wear white

rides on a boreable liner. The fuel is pumped through a dual-petal case reed. The case reed approach, a first for a European manufacturer, gets its mixture from a 32mm Bing.

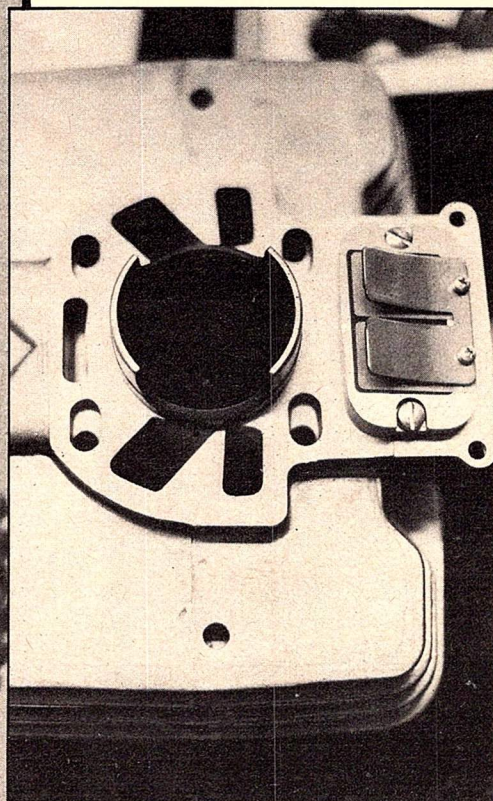
The engine weighs seven pounds less than last year's KTM 125 engine. The weight has been shaved at every possible point. The aluminum cage basket and plates knock a pound off of last year's steel model. The gasketless head weighs a pound less than the 1979 radial. The complete motor weighs under 40 pounds and is as state-of-the-art as anything on the track today.

The engine is housed in a lightweight, but durable, KTM frame. The multi-tube birdcage frame holds the engine at only two points. The engine serves as a stressed member on the frame, and as the swing-arm pivot. This two-point mounting system saves weight and teardown time.

The swingarm is the same ultra-extrusion that is used on the potent KTM 420. Visually it looks like a stronger replica of an RM arm.

The white plastic tank, fenders and side panels are first-rate. KTM took out the parts list on the 1979 125 and tossed it away. The 125RV is revamped from the hubs to the grips.

The suspension is by Marzocchi. The front forks are 35mm, air/spring Marzocchi forks with 10½ inches of travel. The 35mm tubes are smaller than the 38mm Kayaba forks found on the Japanese flyers, but the 35mm Marzoccis work very well. The shocks are magnesium-



Inside the transfers and case reeds tell the story. Every piece of the 125RV's motor has been trimmed, altered or milled for lightness.

KTM 125RV

bodied Marzocchi gas shocks. The gold-anodized piggyback shocks offer 11 1/2 inches of rear wheel travel and are totally new to the American market.

CAN IT KEEP UP?

The KTM 125 is big. The seat height isn't excessive, the width is extra-wide and the weight is miniscule, but the white 125 looks and feels like a quality piece of equipment. The bike weighs 196 pounds dry, which is right in the ballpark, and almost 15 pounds less than any other European 125. The squat, low-profile motor keeps the weight down in the frame and makes the bike a dream to flick from side to side.

The left-side kickstarter folds out of the way neatly, and with the help of an automatic advance Motoplat, fires the engine to life on the third kick. The starting drill is standard Bing procedure: Turn the gas on, tickle the carb, one-eighth throttle and kickety-kick.

The bike is narrow. The KTM seat flows neatly into the side panels and up onto the tank. The plastic tank is a humpback model that allows you to see the gas level in the tank when the sun is right. The shift lever is the folding spring-loaded kind (what you'd expect from the enduro-bred KTMs).

On the starting line it only takes a couple of passes up the hill to realize that you have to wring it out. After a succession of short-shifting Japanese 125s, it is a blast to wheelie up the start hill without having to shift at 9000 rpm. If you shift the KTM early, you pay the same penalty as if you shifted an RM late. It falls flat and blubbers. Each gear wants to be used to the hilt, and when it is revved out it will get to the first turn with the first four bikes. It is a fast 125. It is a competitive motor. It is the first competitive European 125 engine in seven years.

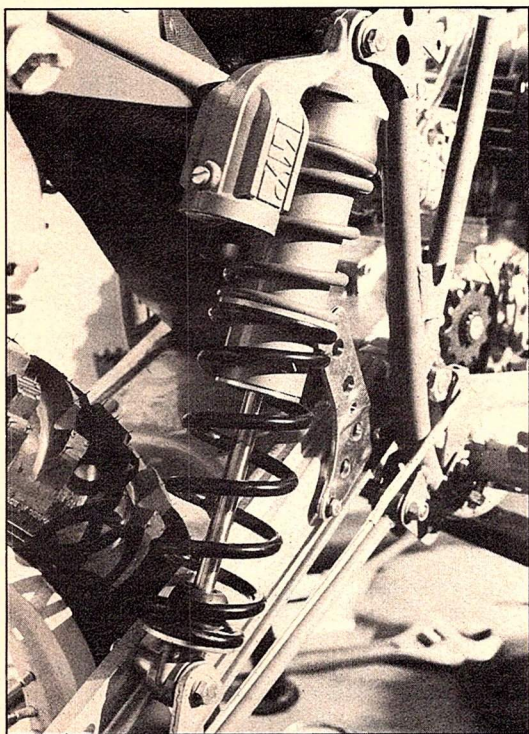
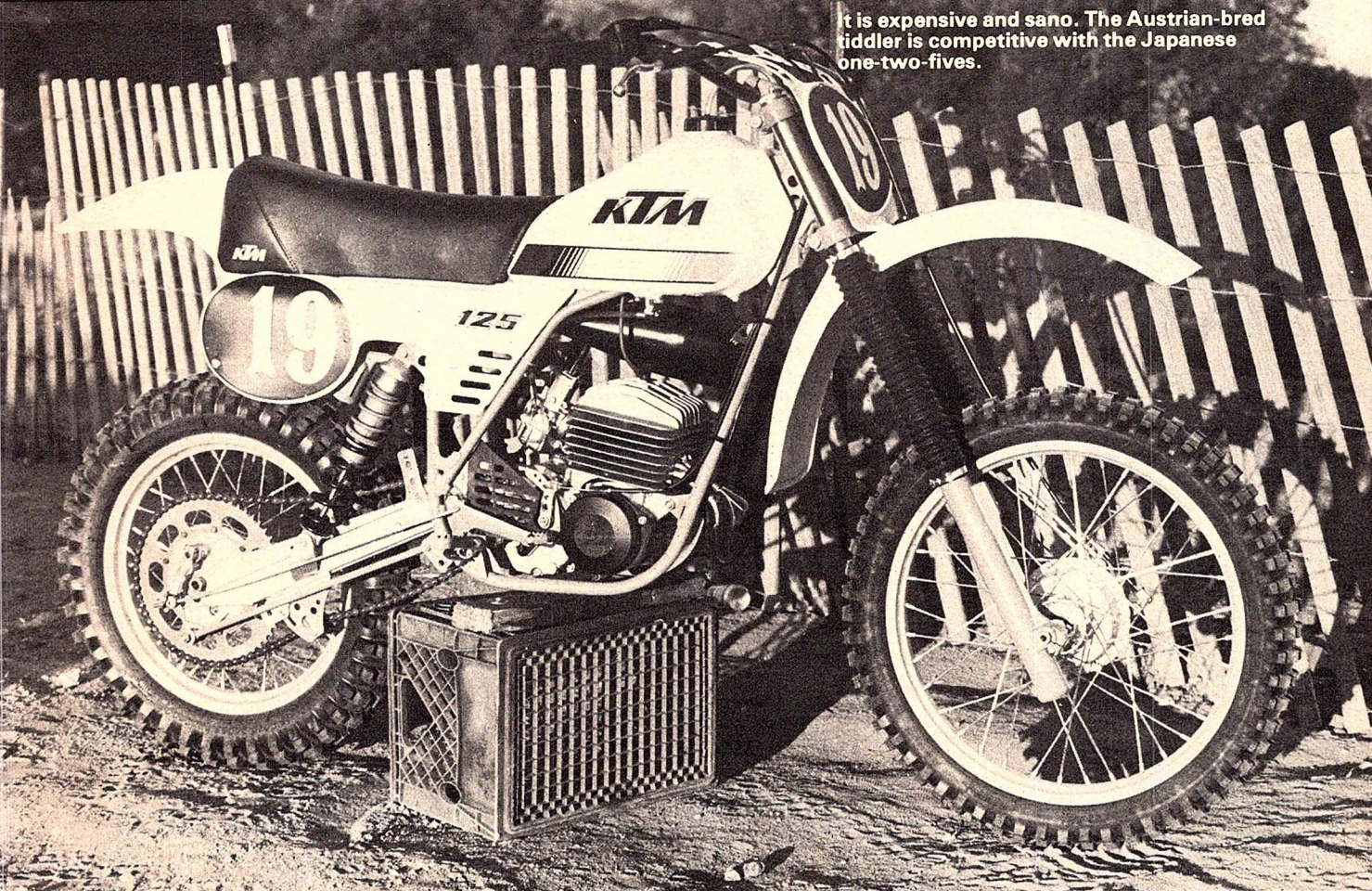
Once you have the KTM reed valve motor on the pipe and can keep it there, the chassis takes over. The handling is spot-on. The KTM 125 turns on a dime, corners on flat ground like it's on tracks and ricochets berms like a cue ball. Everything feels correct in the 57-inch wheelbase, and even when you get in over your head, the KTM doesn't get erratic or squirrely.

Metzeler tires come stock on the Austrian mount, and that is like finding gold in your backyard. Every tester who rode the KTM found no fault in the handling. The bike is a truly European-feeling machine. Some bikes are rear-end handlers in that they do their best work when the weight is shifted back and obstacles are met head-on with the rear wheel. Yamaha is a classic example of a rear-end handler. Some bikes handle best with the front end doing the work. The

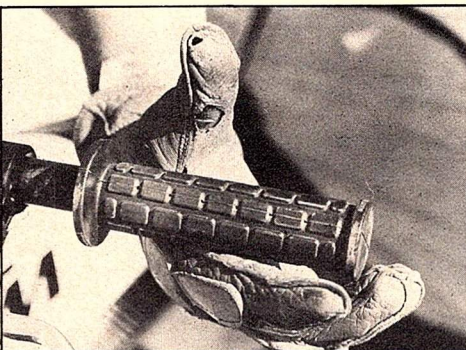


The KTM 125RV is nicely balanced and easy to flick around in the air.

It is expensive and sano. The Austrian-bred tiddler is competitive with the Japanese one-two-fives.



The new Marzocchi gas shocks look trick, and are made of magnesium. They blew up.



The hard plastic grips wore a hole in our glove in one moto. The next moto, they wore a hole in our thumb! Toss 'em.

front wheel is used to ward off obstacles and control the bike. Suzuki is a front-end handler. A European machine is traditionally a neutral handler. The bike floats comfortably in a twilight zone of good handling. Maico and KTM are like that.

The only fly in the pudding of a neutral-handling motorcycle is that the suspenders have to be in balance. The KTM forks and shocks need some fine-tuning. The forks have a spike in their travel about two-thirds of the way down their stroke. We fiddled with lighter oil and different air pressures until the bike felt right, but it

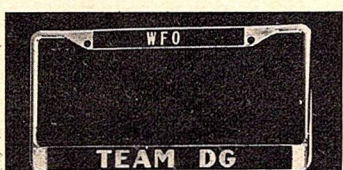
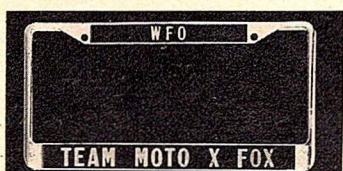
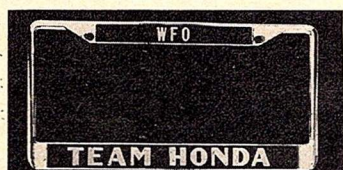
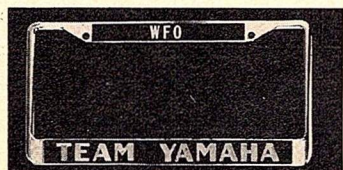
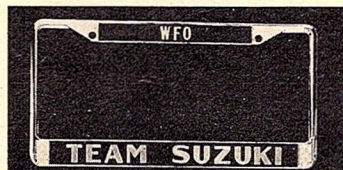
is a concern that Marzocchi and KTM should rectify at the factory. Once we had the front end working well, the rear end acted up. The new magnesium Marzocchi piggyback shocks are set up very soft. The shocks are adjustable, but to our chagrin, the right rear shock had a casting flaw that blew all of the oil out onto the spring. A close search for the casting flaw never revealed it to the naked eye. It took a pressure check to reveal the pinhole failure. At that point the shocks were junk for the average rider.

The 13½-inch-long shocks are not in vogue with the longer-is-better shock manufacturers, but accessory 13½-inch shocks are a necessity. It is a shame, because the Marzochis felt adequate.

PICKIN' AND GRINNIN'

There is a lot to like about the KTM 125RV, and even more if you are a fan of European 125s. The new exhaust pipe is three pounds lighter than last year's pipe, and its stamped cones provide maximum flow with minimum resistance. The aluminum silencer is rebuildable, which is nice but foolish. No one ever rebuilds silencers, and the KTM unit is loud. It would be better to make a non-rebuildable aluminum silencer that worked.

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KTM 125RV

The chain is 520 Regina Extra. The Regina Extra is super-strong. We had to watch the rear sprocket bolts, as they loosened up on occasion. The throttle was an ultra-trick Magura straight-pull model that used gear drive. But the carb had to be mounted at an angle to avoid having the throttle cable melt against the pipe. The handlebar bend felt funny to the majority of the testers, but not as funny as the atrocious hard plastic grips. They were the worst compound possible for motocross.

The levers are Magura power-bend, which comes in handy, since the clutch was a full five-fingers handful to pull in. Clutching out of corners was necessary and difficult. The brakes were decent, and since the hubs were small and lightweight, it was surprising that they worked as well as they did. The rear brake pedal was awkward.

When the tank was full the gas cap dribbled enough gas to make the tank wet. The petcock is mounted in a new location about half-way up the right side. The petcock could be turned off by your knee, but only if you were a gymnast.

We had a problem with the left side panel coming out from under the seat. The

side panel didn't go anywhere, but it was always unhooked. The side panel decals got chewed up right away, but the tank decals held out a little longer. The front fender is made in Italy for KTM, but it is an exact replica of last year's Yamaha front fender. The rear fender could be wider, although it is nicely valenced.

There are a number of nice touches that normally wouldn't be noticed on the KTM. The countershaft sprocket is held on by a circlip. This makes it easier to change and saves beaucoup ounces. The chain guide is stationary, but the roller block can be moved up and down to dial in the type of tension you desire. The exhaust pipe is held on by a spring that connects to a fin that is integral to the pipe. No more trying to squeeze a spring into a little loop.

BUSTING THE BUDGET

The KTM 125RV is the best European 125 on the market, which isn't saying much, since only Husqvarna, Can-Am and Maico are still trying. The KTM is as good as most of the Japanese 125s, and that is saying something. It has power, handling and engineering. It could use better suspension, but it will do the job. You can win on the KTM 125RV, but it will



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1980 KTM MC-80 125 Specifications

MAKE: KTM
MODEL: MC-80 125
COUNTRY: Austria
RETAIL PRICE: \$1800 plus
TRANSMISSION:
Type Six-speed, close ratio w/primary kick
Primary Ratio 20/73
Drive Chain 520 Regina Extra
SUSPENSION:
Front Marzocchi 35mm air/spring, 10.8 inches
Rear Marzocchi magnesium gas-charged, integral reservoir, 11.4 inches
DIMENSIONS:
Wheelbase 56.8 inches
Ground Clearance N/A
Seat Height 35.4 inches
Dry Weight 196.2 pounds
ENGINE:
Type Single, two-stroke, case reed-valve
Bore and Stroke 54mm x 54mm
Displacement 123.6cc
Compression Ratio 9.1:1
Carburetion 32mm Bing
Ignition Motoplat w/automatic advance
Lubrication Pre-mix, 40-50:1
Air Filter Reusable oiled foam

cost you. European craftsmanship will cost you almost \$500 more than Japanese craftsmanship. It's worth it if you want to be different, suave and Continental. □



With its slim profile and Metzeler tires, the KTM is a gas. It weighs 196 pounds dry.

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When you're an experienced racer, you can square off the tight ones, smack the berms, scoot over the whoop-de-dos, blast up the steep stuff, sail across the jumps, and pounce into the lead.

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RACE TEST

MUGEN ME360

□ Honda hasn't done it. They haven't chosen to build the Open class powerhouse that has won them one National Championship (1977) and one World Championship (1979). They've chosen to build an 80, a 125 and a 250, but the 400 doesn't fit into their marketing analysis. The Open class bikes don't sell in the mega-buck numbers like CR125Rs, street bikes or the sales champ ATCs. Honda would rather gear up to build fewer than ten 500cc works bikes for specially selected riders, than face the rigors of a

full production run of what might be less than 10,000 units.

Honda riders have had to switch to other marques to go-for-it in the 500 class. Until now, racing a Honda Open class motocrosser was a dream fulfilled only by Messrs. Smith, Noyce, Ellis and Company. No more!

Mugen USA offers the Hondaphile an opportunity to race an engine identical to the one used by the LAFD Honda team. The background on the Mugen effort is a classic example of nepotism and private

enterprise. Mugen, which loosely translates into *Unlimited*, is owned by Hirotoshi Honda, son of Honda Motor Corporation founder Soichiro Honda. Young Hiro Honda wanted to make a name for himself in racing, outside of the family business. Mugen started as a racing development shop specializing in race car engines. It slowly spread into motorcycle development, because the market was big enough to demand it, and has now become an unofficial arm of the Honda Research Department.





What Honda won't do

Often in the past three years Mugen parts have cropped up on Honda works bikes. Classic examples include the 1977 125 works bikes that were largely Mugen engines; Marty Smith's 1979 500cc works bike was a Mugen 360 engine, and both Andre Malherbe and Graham Noyce raced Mugen intermittently during the past two seasons.

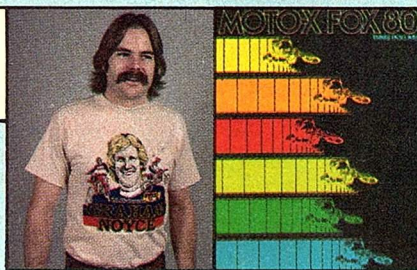
Mugen operates out of totally separate facilities in Japan, and this winter set up its American base in the building next to FMF in Hesperia, California. Mugen is out

THE NOYCE HEARD 'ROUND THE WORLD GETS LOUDER!

It was big news when Team Honda's Graham Noyce, with the aid of his chief mechanic Bill Buchka, finished a victorious 1979 season as 500cc World Champion.

Graham is the youngest rider in history to achieve this victory. And now, even bigger news. "The Best," Noyce and Buchka, have teamed up with "The" Best, MOTO-X FOX. This new association promises even bigger and better things to come.

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I want the best, too.

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- ☐ \$3.00 for '80 Catalog, plus FREE Noyce sticker
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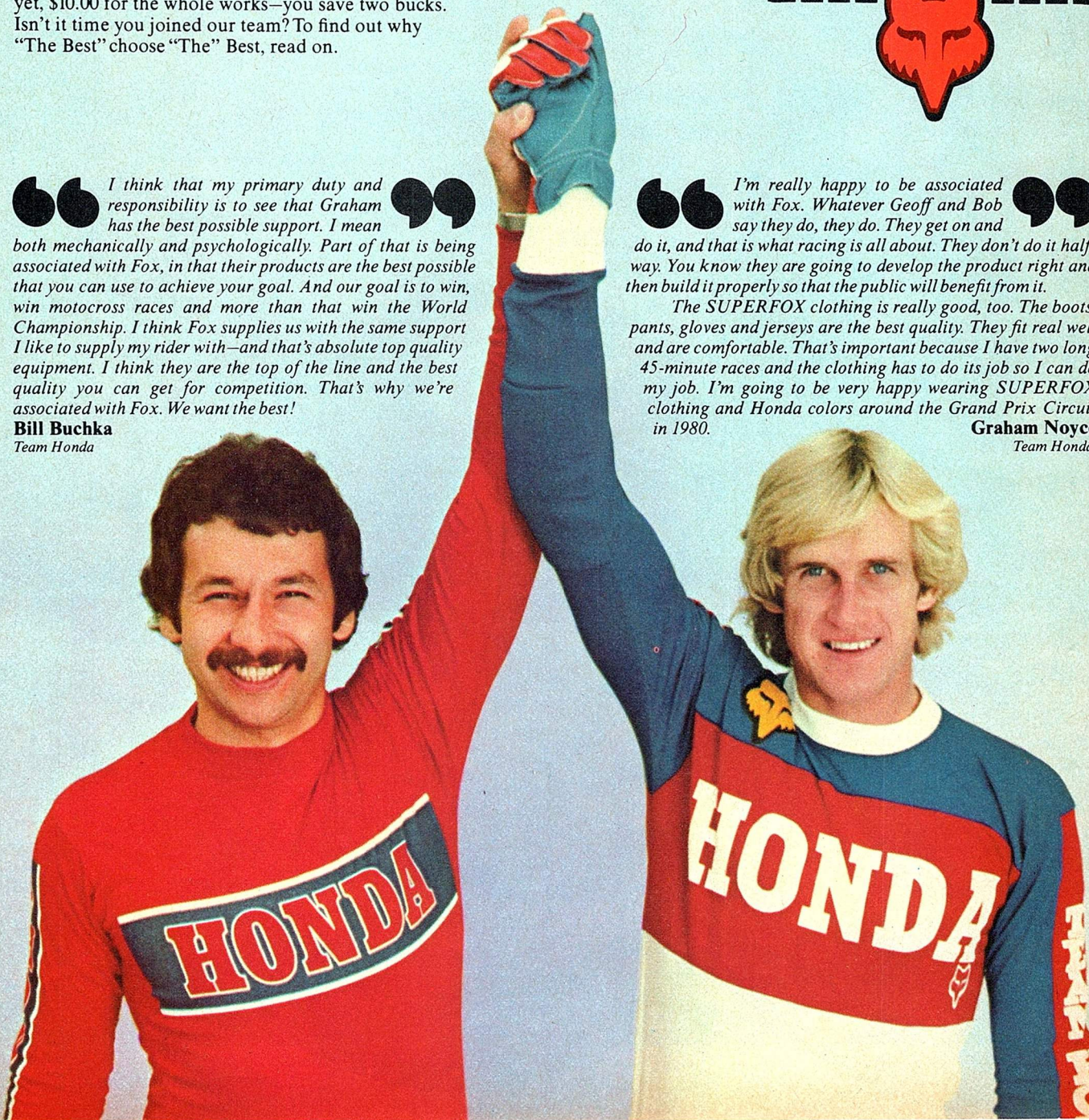
"I think that my primary duty and responsibility is to see that Graham has the best possible support. I mean both mechanically and psychologically. Part of that is being associated with Fox, in that their products are the best possible that you can use to achieve your goal. And our goal is to win, win motocross races and more than that win the World Championship. I think Fox supplies us with the same support I like to supply my rider with—and that's absolute top quality equipment. I think they are the top of the line and the best quality you can get for competition. That's why we're associated with Fox. We want the best!"

Bill Buchka
Team Honda

"I'm really happy to be associated with Fox. Whatever Geoff and Bob say they do, they do. They get on and do it, and that is what racing is all about. They don't do it half-way. You know they are going to develop the product right and then build it properly so that the public will benefit from it."

The SUPERFOX clothing is really good, too. The boots, pants, gloves and jerseys are the best quality. They fit real well and are comfortable. That's important because I have two long 45-minute races and the clothing has to do its job so I can do my job. I'm going to be very happy wearing SUPERFOX clothing and Honda colors around the Grand Prix Circuit in 1980."

Graham Noyce
Team Honda



MUGEN ME360

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The Mugen ME360 Honda costs \$3500 complete. For the three and a half clams you get 360cc of romping, stomping fun in a modified CR250R frame suited out with a Mugen aluminum swingarm, special 39mm works forks, Ohlins attached-reservoir shocks, beefy transmission gears and sano plastic.

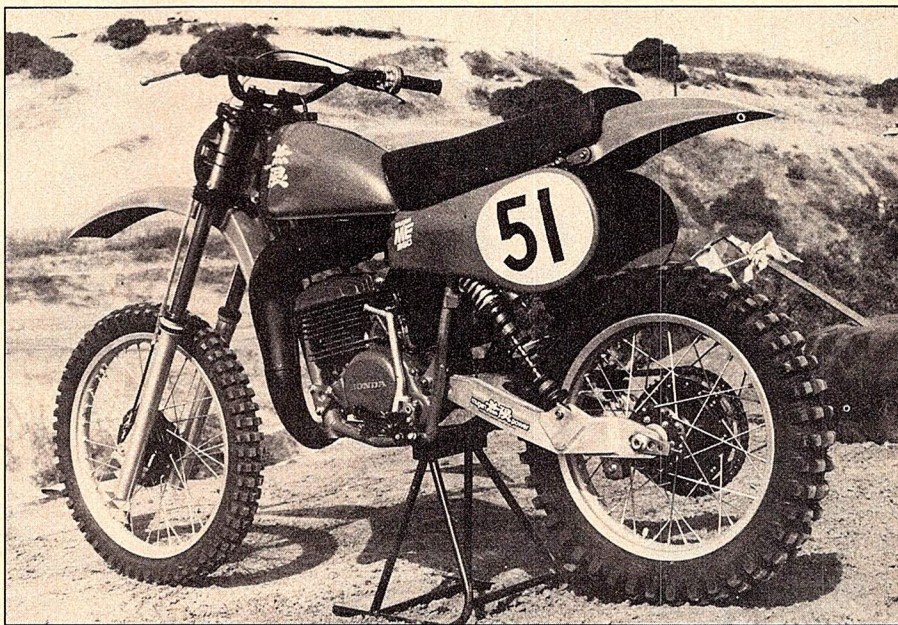
If you already own a CR250R, side-port or new center-port, the Mugen ME360 kit retails for \$650. The \$650 buys you a new head, cylinder, piston, rings, clutch springs, pipe, gaskets, cylinder studs, reed manifold, second gear, and third gear. The kit doesn't bolt right on, because the new bore is 13.5mm larger than the 250 bore. The cases have to be machined, the crank balanced and the timing retarded. Any qualified machine shop can handle the modifications that come with the instruction book. Mugen USA will do the complete set-up, if you send your CR250R engine, for \$200. That means that the cost will run \$850 to turn your CR250R into a Mugen ME360 Honda. We suggest that you have Mugen do the work.

THE MAKINGS OF A CHAMP

The Mugen 360 makes competitive Open class horsepower. It is not the horsepower champ, having less than the Yamaha YZ, Maico or Suzuki. The ponies are ample to do the job. The Mugen has several advantages that the other Open bikes cannot match. A Mugen 360 is basically an over-bored CR250R. The Honda 250 is a light and agile machine. The Mugen kit adds less than five pounds to its overall weight. Yamaha's Open class moto monster makes gobs of power, but weighs 235 pounds (dry). The Mugen 360 weighs 219 pounds (dry). The result is a fast, nimble and potent Open class bike.

The Mugen engine has an 83.5mm by 64.4mm bore and stroke. The stock 36mm Keihin carb (there is an optional 38mm Mikuni) feeds the cylinder through the stock Honda reeds, and the jetting difference is easily handled by going up slightly on the main jet. The standard Honda ignition is re-set in a retarded position. Because the Honda has easily adjusted timing, this is no problem.

The engine is a very torquey short-stroke powerband. The power delivery starts directly off the bottom and feels as healthy as any Open class bike on the market. Half-way through the power curve the motor really hooks up and revs out very quickly. The power is similar to riding an incredibly fast 250. The bike



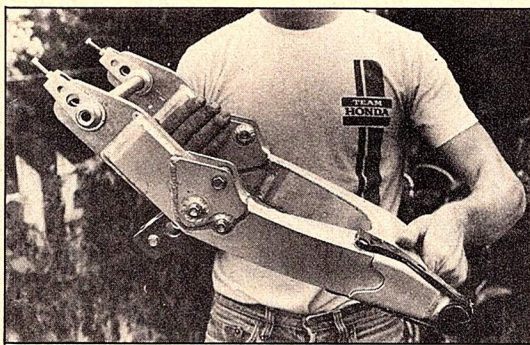
The Mugen ME360 is the fighter plane of the Open class. \$650 will get the kit, while it costs \$3500 for the Marty Smith Replica.

doesn't rev very high because of its extremely large piston size. The sensation of being on the world's strongest 250 only disappears when you are exiting slow corners and the gobs of torque take over. The bike has a dual personality: a strong, torquey low end and a rapid top end.

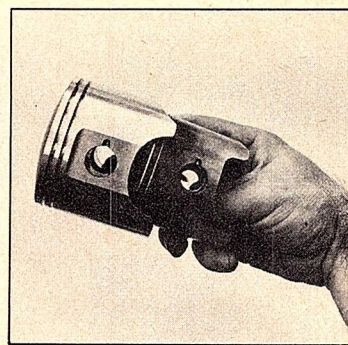
Racing the Mugen 360 against the big-gest of the Open bikes is like picking their pockets. The Mugen can be driven into the corner deeper and powered out faster. The race tactics require an all-out aggres-

sive technique. On a sheer horsepower course the Mugen is at a disadvantage, because it can't pull out of a corner with a YZ465 or a Maico 450. Tracks with long, steep uphill, especially if they are preceded by first-gear turns, are death on the 353cc Honda motor.

On rough tracks the Mugen will steal the limelight away from the more powerful bikes. Remember, it weighs as much as 20 pounds less than some Open class competitors. Because it goes into corners



The special Mugen swingarm is flex-free. The ME360 Replica swingarm is available separately.



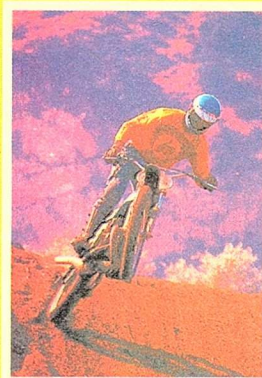
The stock CR250R piston will slip right inside the 13mm larger Mugen 353cc piston.



A special frame, 39mm works forks, 353cc buzz bomb, aluminum swingarm and Ohlins shocks make it easy for the Mugen to do what it is told.

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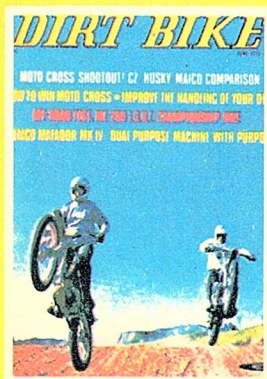


10. JIM CONNOLLY, 250 BULTACO PURSANG



9. GEORGE WEGNER, CAN-AM 175

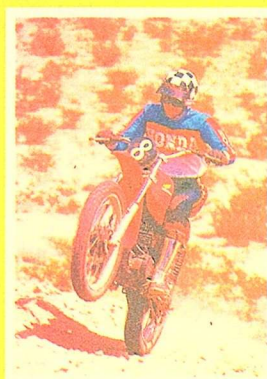
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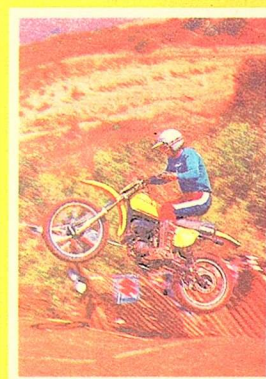
1. FIRST ISSUE OF DIRT BIKE



2. ACTION AT INTER-AM

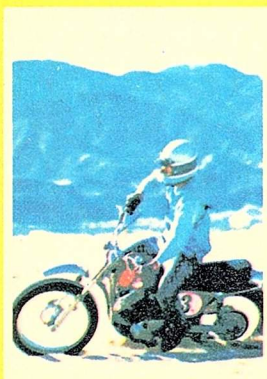


11. AL BAKER ON A 250 HONDA

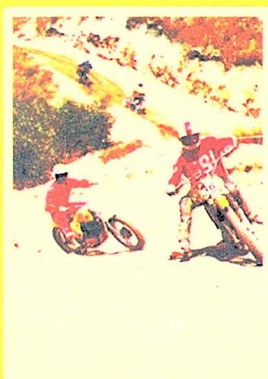


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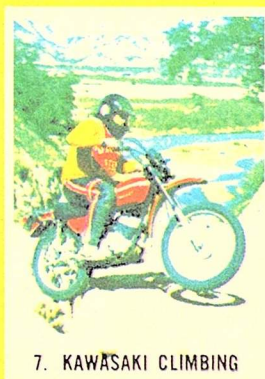


3. JIM CONNOLLY INDIAN DUNES

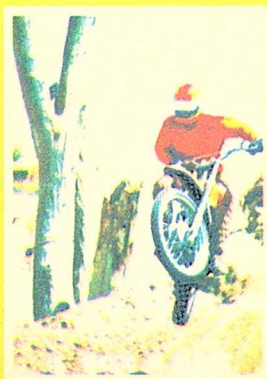


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MUGEN ME360

faster, thanks to more controllable power delivery, and can be dialed on sooner, tracks with a lot of sweepers and berms are its meat and potatoes.

The key to racing the Mugen is to get to the first turn with the pack. If you dog it off the gate, it will be tough to motor past equal riders on bigger engines, but if you pull in even with them, the Mugen will win head-to-head on sheer harassment alone.

Flatly stated, the Mugen is a good rough-course Open bike, it is a good short-course Open bike, and it is a good tight-course bike. It won't do the job in the wide-open spaces or on smooth, flat tracks. Its advantages are its light weight, quick-revving ignition and respectable horsepower. It is strictly a rider's machine. It won't do the job in the hands of the line-it-up and fire-it-off type of rider. It needs an aggressive rider to make it work.

IT'S A FRAME-UP

The engine kit will snuggle right into your CR250R frame, and if you have the handling dialed in, then you'll be set to go. Because the engine kit includes a complete new cylinder, head, pipe and half of the transmission, it could sufficiently freshen up the old warhorse for another season or two.

But if you have dollars to burn, then you might want to spend them on the complete Mugen ME360 racer. \$3500 will fill your hands with a complete Open class works bike. In one fell swoop you can fill your empty garage with a zoot-capri Open class Honda, and empty a full wallet of any excess luxuries.

A complete Mugen racer comes with a modified CR250R frame. Because Mugen is a Japanese company, and the owner is familiar with the head execs at Honda, and they have a working relationship, the modified frames are in fact unfinished Honda frames that are taken to Mugen and finished with a different head angle and improved geometries based on information supplied by highly paid engineers. Mugen then adds a swingarm which is perhaps the strongest swingarm on the market—it is close between the Fox arm and the Mugen. The Mugen arm is constructed out of the same aluminum used to make the fabled Tokyo Bullet train (6063). The swingarm is a quality item. The bearing faces and retention holders are cast, instead of constructed out of tubing, and the bearings are pressed into steel sleeves, instead of into aluminum tubing. All of these extra precautions result in an extremely rigid rear sub-section.

The Mugen forks are 39mm Showa works forks. The stock Honda forks are 37mm units, so the Mugen forks are 2mm larger, and the resulting improvement in feel is noticeable.



THE BOTTOM LINE

Because there is a small market for Open class Hondas, the Honda factory has not seen fit to produce any. Because the Mugen kit is produced in small quantities, the cost is fairly high. Because it is the only ballgame in town, if you want a big-bore Honda, you have to pay the fare. The kit works, and appears to be stone reliable.

The complete Mugen racer probably isn't worth the money (\$3500) if you already have a CR250R, but by the time you bought a new CR250R (\$1800), Fox swing-arm (\$250), Simons or Fox forks (\$350-\$450) and ME360 kit (\$650-\$850), it might be worth a couple of hundred extra to have them do the work.

The Mugen is competitive because it is like a fighter plane in the midst of a pack of bombers. If you would like to become a cross fighter, contact Mugen USA, 6878 Santa Fe Ave. East, Hesperia, California 92345; (714)244-5426. □

Mugen ME360R Specifications

DIMENSIONS

Overall length	2150mm
Overall width	890mm
Overall height	1190mm
Wheelbase	1450mm
Ground clearance	300mm
Dry weight	99kg

FRAME

Type — (Semi Double Cradle)

Front suspension, travel	290mm
Rear suspension, travel	280mm
Front tire size, pressure	3.00x21, 1.0kg/cm
Rear tire size, pressure	5.00x18, 0.8kg/cm
Fuel tank capacity	8.5 liters
Caster angle	29 degrees, 30 minutes
Trail length	118mm

ENGINE

Type (Air-cooled, two-stroke, reed valve)

Bore and stroke	83.5mm x 64.4mm
Displacement	353cc
Maximum horsepower	43 at 7000 rpm
Maximum torque	4.75 kg-m at 6000 rpm
Oil capacity	0.7

CARBURETOR

Type (Piston valve, Keihin)

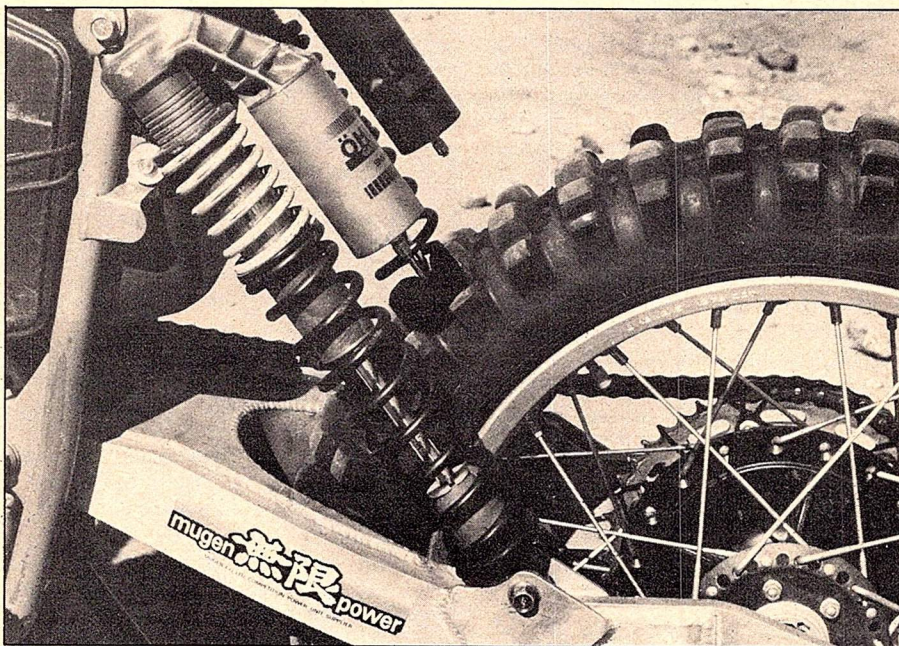
Main jet (standard)	#180
Slow jet (standard)	#60
Air screw opening	1 1/4
Float height	19mm

DRIVE TRAIN

Clutch	Wet, multi-plate type
Transmission	Five-speed constant mesh
Primary reduction	3.25
Gear ratio I	1.90
Gear ratio II	1.591
Gear ratio III	1.240
Gear ratio IV	1.000
Gear ratio V	0.839
Final reduction	3.06
Gear shift pattern	Left foot-operated return system

ELECTRICAL

Ignition	CDI ignition coil
Starting system	Kickstarter
Spark plug	NGK 9EV, Champion N2G



If you buy the complete Mugen racer you get a set of Ohlins shocks free; well, almost free.

PERSONALITY

DeCoster



Will he or won't he...

□ Roger DeCoster, The Man, Mr. Motocross, Man of the Decade, The King and RD are just a few of the titles which the five-time World Champion of motocross answers to. He is now 35 years old and in the twilight of his career. His accomplishments in motocross are as impressive, if not more so, as those of any other competitor in the sport, past and present. Only Joel Robert has won more World Championships (six) and these were in the 250cc class. Roger has competed and won all over the world. He is expected to win! His record in the Trans-AMA is 26 titles, while his closest rival, Ake Jonsson, has nine. He has been a member and leader of the devastating Belgian Motocross and Trophee des Nations teams who have only lost four times since 1968 in the 22 events. The list could go on and on, but these are some of the

MXA: — You were doing well with CZ in the middle '60s. Why did you switch?

ROGER: — I rode CZ from '65 through 1970 in the World Championships and the Belgian Championships, and except for '70 I only rode the 500 class. (In 1970 he finished third in the 250 World Championships and also rode and won a 500 GP.) While riding the 250 CZ in 1970 I never won a moto, even though I led many of them. Joel Robert and Sylvain Geboers were riding Suzuki, and it was so superior that you could not compete with a rider who was on the same level as you if he was on a Suzuki. CZ had not done much research or development to keep competitive, and when I made suggestions for things to change on the bike, they were very reluctant to make them. They did not seem to believe in me 100-percent and want to make the changes, even though I showed my potential. Suzuki was there at the same races and they had seen my riding and had talked to me a couple of times. I tried their bike and they were happy with it and offered for me to work for them in 1971.

MXA: — Was the offer for the 250 class?

ROGER: — No, it was for the 500. I went to

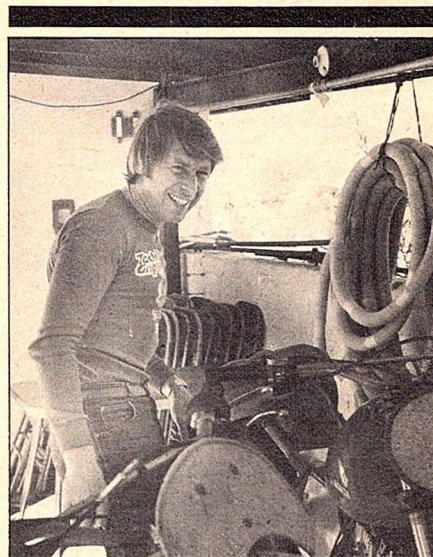
Japan at the end of '70 and worked on the bike, and then went to the U.S. to race the rest of the Trans-Am as my last ride for CZ. (That was the year we had two Trans-Ams.) At the start of the next season I went back to Japan and worked on the bike and then raced in some local European races. The 500 wasn't as advanced as the 250. The chassis was the same, but the engine had a short powerband. There was a lot to be done, and the Japanese didn't have very much experience with a 500. Their idea was to do a preparation year first and then go for the Championship in '72. They were really surprised and very happy to win the 500 World Championship the first year out.

MXA: — Why didn't they expect to do well? Joel had just won the 250 World Championship for them the year before and followed it in '71.

ROGER: — In the 250 class they first came to the World Championships in 1965 with a Japanese rider by the name of Kojima, who owns the Formula Two team and a Formula One car in Japan. Then later, in the U.S., Preston Petty rode their bike and one other guy also.

MXA: — I think it was Walt Axthelm.

ROGER: — Yes, I think it was. In Europe



"They were really surprised to win the 500 World Championship the first year out."

STER!

By Dick Miller

highlights. It is an impressive career, and maybe the racing part of it has come to an end. I say maybe, because there is the possibility that Roger will race one more year, even though he has announced his retirement from racing as of the end of the 1979 GP season. He had wanted to retire with a sixth World Championship, a goal he has had for a long time, and one of the few that has eluded him. Another is to win the USGP. At the end of this GP season Roger was the fastest man on the track, as acknowledged by the many who were there. They say he was as fast as they have ever seen him. So why retire now? Several reasons, some of which are personal and some of which are not. His wife Laurie and two sons, Nigel and Christian, are some of the personal reasons. They have just moved into a new (actually very old) house on five acres

in Santa Barbara, California, and Laurie would like to spend more time there instead of undergoing the grind of the European GP season. Also, she has seen Roger survive several injuries during the last three years, one of which was almost fatal. She does not like to see Roger race now. The danger factor for Roger is real (because of past injuries), and must be considered. He has one kidney and no spleen. One of the other major factors is the bike he would ride should he decide to race one more season. He has been with Suzuki for nine years, which is longer than any other major motocross competitor, to my knowledge. He will not ride Suzuki again and as of 1980 he *will* be working for Honda. Why one of the most prestigious and loyal riders in the sport has switched brands will be answered in the interview. □

they hired Ole Pettersson the same year. He had been Torsten Hallman's teammate on the Husqvarna team until then. He did a lot of work for them in the next three years and finished third behind Joel and Sylvain on the CZs in '69. They then both switched to Suzuki and were one and two in the World Championships with me third on the CZ. I was told that the first motocross bike Suzuki brought to Europe in '65 was designed from photos that they had seen in magazines and newspapers from England. The Japanese tried to guess the dimensions from the pictures. None of them had been to a motocross in Europe, and the pictures were the basis of their work. It's amazing that five years later they were so superior. I think the good thing is that they were open to suggestions. Anything you would suggest, if it made a little bit of sense, they would try to make it. I think that was their strong point. They were very willing to try something even though they didn't understand why you felt it would be better.

MXA: — Were you happy riding the 250 class, or did you want to go back to the 500?

ROGER: — At first I was a little bit reluctant to ride the 500 because I knew that

they had offered the 500 to Sylvain because Joel and Sylvain were having a hard time together riding the same class. It had started back when they were both on CZ. They thought that I would get along better with Joel as a team than Sylvain and Joel, so their idea was to put me in the 250 class. But when I talked to Sylvain about moving up to the 500 class he refused to go, because he knew the bike was not ready yet and he did not have much confidence in it. Also, he did not want to look like he was backing away from Joel. He wanted to fight him to the end.

MXA: — Joel had told me at that time that he was not going to sign his contract until Sylvain signed his, and he would ride whichever class Sylvain signed for.

ROGER: — Joel may have said that, but it was not true, because Joel had signed before Sylvain signed. You see, Sylvain was the first of the two to get in contact with Suzuki and negotiate with them. One of the points of his negotiations was that he wanted to be the only rider in the class except for Pettersson. At the time there was some rumor that Joel was going to Suzuki too, and Sylvain didn't want him in his class. Whoever negotiated the contract with Sylvain led him to believe that only

he was going to be with Pettersson in the 250 class, and so Sylvain signed.

MXA: — But wasn't Joel the reigning World Champion then?

ROGER: — Yes, but Sylvain was the first to negotiate with them, and between the time Sylvain negotiated and signed, Joel signed also, for the same class!

MXA: — So then you signed for the 500?

ROGER: — When Sylvain refused to go to the 500 class they asked me to, and I said OK, I would if they would start working on the bike right away and if they would do the things that I thought were necessary. They sounded so enthusiastic that I had a feeling the potential was there, so I signed and I'm happy I did.

MXA: — Isn't the 500 class considered more prestigious anyway?

ROGER: — Yes, but the only reason I wanted to go to the 250 was to have more time to prepare the 500 for the next year. In Belgium, for example, I could beat Joel and Sylvain when they rode the 500 Suzuki and I was on the CZ, yet they beat me easily in the 250 class. I won the Belgian Championship in '69 against Sylvain, so I figured it's better I take the 250 for one year and then get the bike ready for the 500.

DeCOSTER!

MXA: — Did you have problems with Sylvain also?

ROGER: — No! I had some problems with his manager, but not him, and we eventually worked that out also.

MXA: — Are Joel and Sylvain friends now?

ROGER: — Yes, Sylvain owns a disco-theque now and Joel often drops in if there is a race in the area and ends up sleeping there. It's a disco that's open four nights a week, which gives him enough time to take care of Everts.

MXA: — They made a good team this year.

ROGER: — A very good team. I think it's the best thing that has happened for Everts plus getting the Suzuki ride. Sylvain is a very meticulous person and very organized. He has good knowledge about the bike and its preparation, and has a lot of contacts in the industry. Everts, being mainly a rider, is not as good at such things. Outside of riding he needs much help.

MXA: — It is said that Joel's first two Championships for Suzuki were on a bike that was far superior to anything in the class. Was it the same for you when you won their debut in the 500 class?

ROGER: — No. The powerband was narrow and the suspension was not very good. I would say the strong point was the mistake made by Husqvarna. They were very confused at the time, and instead of running a bike based on the '70 model, which was a very good bike that won the World Championship, they went to a completely new design which was heavier. It had a different transmission and was a 450. It was not as good as the bike they raced the year before and of course that helped us. The CZ rider, Paul Friedrichs, had a fast bike, but he was a little over his peak. John Banks and Keith Hickman on the BSA four-strokes were riding well at the time also. In '72 Friedrichs came back strong, but the year before, Ake Jonsson was the guy to beat. He was riding the Maico with the new radial head and had more power than we had. Bengt Aberg was still riding well, but Husqvarna was switching back and forth from the big engine to the small one. Adolf Weil was a threat in some races, but not for the World Championship.

MXA: — If the Suzuki wasn't as good in its debut, what about '72 when you won your second World Championship?

ROGER: — In 1972 our bike was definitely the best bike on the track. It was fantastic! It coincided with my best year, also. I was really strong and I could do anything I wanted to and it came out right. I was feeling good and had unlimited confidence. I could stay out all night and still feel fit the next morning. There was no competition for me in 1972! In fact, I made it look so easy that everyone thought my bike was so good and was very light and so I must be

using very expensive materials, which wasn't true! People thought everything was titanium, the frame and all. We had a magnesium engine, which was nothing new, but we did use a lot of aluminum and were probably the first in motocross to use it. Our weight savings were due to very efficient design. The powerband was better, and the bike never broke. The FIM then outlawed titanium, plus imposed a 95-kilo (210 pounds) limit on the bike, and this was after our bike was already built, so we had to add 7½ kilos (16.5 pounds) to it. The factory was disgusted! The only titanium we used was in bolts for the engine covers and the swingarm pivot. The axles were steel. We used plastic washers instead of steel, and the hubs were small... it was designed efficiently and we were penalized for it. Adding weight after the bike had already been designed made it handle badly and changed the steering. The suspension was wrong because of the changes. When I raced it I was constantly out of control, so I knew I had to do something. The factory wouldn't cooperate because of the FIM ruling, and felt that if they came up with something superior, the FIM would just make another rule. That whole year there was no movement with Suzuki and we even had a hard time getting parts. Because of this, Sylvain and I designed a new frame with long travel like the Maico, and we worked day and night. We were the first to make the aluminum bodies for the Koni shocks. I had done maintenance work on the bike and had made little things, but it was a major to make a complete frame with swingarm.

MXA: — Where did you do this work?

ROGER: — We did most of the big work at a machine shop with Mr. Tilkens, the man who designed the monoshock that was later sold to Yamaha. The first monoshock was put on a CZ frame, and then we made one for a Suzuki frame. Sylvain and I tested it together and introduced it to the Suzuki people. They came to Europe with an engineer from the factory, Mr. Tamaki, and he did not believe in the system and did not believe there was a reason to buy the patent. He was right! When we rode the monoshock it felt better, but we did not realize that the reason it felt better was because it had 50-percent more travel than the conventional types we were using at the time, and we didn't think about that. We were so into the system that we didn't think about the overall effect, and also that Mr. Tilkens is a very good craftsman and can make fantastic things using his hands. His idea of the monoshock being better because of the direction it worked was very wrong, but since we tested it and it worked better, it made us unsure of our standpoint. But Tamaki knew. It was actually a Maico mechanic who was the first

to work on the longer stroke of the shock, and just by moving them up on the frame and swingarm he got more stroke and it worked better. Yamaha eventually bought the monoshock patent, and maybe it was because they saw some potential in it as far as marketing. There was the increase in travel, and it gave more stability sideways. Everyone who tested it liked it. But Mr. Tilkens was such a good craftsman that you couldn't help but be impressed. He also made it possible to make adjustments to the parts, and then, that was unique.

MXA: — Were you able to turn things around with the Suzuki race bike?

ROGER: — 1973 was a tough year, what with working on the bike and all the changes. I had no time to train, and we would be working at Tilkens' until two in the morning and then the next day was racing or something. I barely won the World Championship. The next year there was a change in the Suzuki management and the direction of the racing. A fantastic guy by the name of Yokohuchi was brought in and he worked with us 100-percent. We broke down too much during the year and lost the Championship. It came down to the last race and I was leading when the connecting rod broke and Mikkola won the title. But we had the bike pretty well sorted out by then, and I went on to win the Trans-Am and the World title the next year. I repeated again the year after.

MXA: — What about 1979? I know that you were still pursuing the elusive sixth World title and you had announced your retirement at the beginning of the year.

ROGER: — In '79 the bike was really good again.

MXA: — But didn't you have a lot of breakdowns?

ROGER: — Yes, but never serious. It was more bad luck, and I could not blame the factory for the things that broke. Flat tires and wheel bearings, things like that. We had been using the same wheel bearings for nine years and the factory doesn't make them.

MXA: — There was considerable talk about how fast you were going at the end of last season and, in fact, people were saying that they had never seen you going so fast.

ROGER: — The bike was good. I was going good again, at the end of the season. At the beginning of the season I had the shoulder injury, and so I had to race almost with one hand. In the first GP I could not lift my hand alone, my right. I had to put it on the throttle with the other hand, and I raced like that during the first races.

MXA: — Ideally, you would have liked to retire as World Champion; what were you thinking then?

ROGER: — Yes. I had not told anybody, but what I wanted to do was win the Bel-



"I had not told anybody, but I wanted to win the Belgian GP in front of my home people and then retire."

gian GP in front of my home people. It would have been my eighth time, and then I would receive my trophy and say to everyone that this was my last race, but I didn't win! I won the first moto easily. In the second I was really going fast and I could not believe the other guys were not going faster. I was pulling away about three seconds a lap without having to try. The guys behind me were Noyce and Malherbe, the same guys who were strong at the end of the season and fighting for the Championship, so they were trying. I couldn't believe it. I pulled out to about a 45-second lead and I was already thinking about winning the race and announcing to everyone there, while on the podium, that you have seen my last race! But with about ten minutes left to go I got a rear tire puncture. I almost made it, but the race was about 1 1/2 laps too much. It took them about four laps to catch me and we were lapping at about three minutes a lap.

MXA: — Obviously, your plan did not go well. What then?

ROGER: — Luxembourg was the next and last race, so I would try to do the same there. My start there was kind of medium, but after two or three laps... I wanted to be in front so much... I passed a couple of guys in each corner and then took the lead from Malherbe and then led for a while until I got a front puncture. I did not finish the first moto. In the second moto, I was running second and was very close to the leader when my piston broke. It was the first major breakdown we had during the year. My plan did not work out so well!

MXA: — When did your Suzuki contract expire?

ROGER: — At the end of the year. 1979! I had an agreement with Suzuki that we

were going to work together after I stopped racing, which was going to be this year. My job would be taking care of the GP team, picking riders, mechanics and negotiating contracts on approval of the factory people in Japan. We had an agreement and a figure for so many days a year, and also U.S. Suzuki had expressed an interest in me doing some work for them during the year, so... everything looked really good. Near the end of the season I had suggested that the factory hire Hakan Carlqvist, and since this is what I would be doing for them I already went ahead and approached him, knowing that Suzuki is often late with starting contact like that. I also knew that Yamaha was interested in him. I kept calling the factory, reminding them that it was time to talk to some new riders if we were going to pick a winning team for the 1980 season. The reaction was always... one of little or no interest. I would call and talk to mechanics and some other people, and they said yes, there were plans to do this and that, but nothing was happening. Yamaha has always been very aggressive in Europe, and I knew they would be after Carlqvist soon, so I talked to him again and he wanted to go with Suzuki. He liked the bike, and my mechanic Julle is Swedish and a very good friend of his. Hakan would visit at my home when he was in Belgium. I really thought he was going to go with Suzuki, but when it came time to make concrete actions, they kept delaying, and Yamaha was there with a concrete offer. I was disappointed with the lack of reaction from Suzuki. While I was in Finland for the MX des Nations, and after a lot of pressure from me, the factory sent over an ex-road racer, Mitsuo Ito, who had to be in Europe for an event, with some information on what to offer Carlqvist. He called me up and said that he didn't have time to meet with Hakan but for me to contact him and offer him so much. Also, he had told me that they had planned to keep me on a full-time basis instead of part-time. I said OK, but what am I going to be doing? He said that it was planned that I would handle the GP races and do some advertising work with U.S. Suzuki, and then I was to travel to the other different distributorships around the world, like Malaysia, Australia, New Zealand and other countries. I would be traveling almost all year-round, which I was not against, but I'd prefer less. I figured that I could do it for a few years, and if they paid me a fair amount it'd be all right. So I asked what they were offering me, and it was less than what a mechanic got paid from Yamaha for working the World Championships in Europe, and they basically work for only six or seven months. They would be making more money than I for what I was to do full-time.

I told Suzuki I was interested, but the figures would have to be changed a little bit.

MXA: — Were you surprised at the offer?

ROGER: — I was surprised as to how low the offer was. I wanted a certain amount of confidence in me. I asked them if, in case I was going well in testing and felt that I wanted to race again, could I get another chance of trying for the World Championship? I had no decision on doing it but in case I desired it, would they give me the chance? They said a flat no! They told me they would give me a production bike if I wanted to race a local race or something. That really pissed me off. I was still the fastest rider in the second half of the year and I could not be judged in the first half because of my injury. I never missed one GP for injuries in my nine years with Suzuki. I had been handicapped in some, but I always managed to race, and except for this year I have always been the best Suzuki rider in any kind of Championship we had taken. So, I think I have performed enough on my side. At the end of this season, the last four or five races there were faster engines given to Rond and Wolsink, which they did without telling me. I knew about it, but Suzuki did not tell me about it. They did not give me one. I said nothing, and I was still the fastest, even if they had the bigger engines, but I was upset.

MXA: — Why? Did you feel betrayed after being loyal to them for nine years?

ROGER: — I would have accepted it because Gerrit had more points than I had, but Rond had less than I did even with my being injured, and if there were not enough engines, then I should have gotten the second one. They could have told me and explained that I did not have a chance for the Championship and that Gerrit should have the engine, if there was only one, and I would have understood. But they did it behind my back, and I did not like that. At the last races it was like I was not part of the team. They were always around Vromans or Gerrit or someone, but never around me when I needed help or something.

MXA: — Basically they had given up on you?

ROGER: — Yes, completely! I didn't understand it. If I had made some big booboos, well OK, but I hadn't. I had given Suzuki more help than anybody! I had won more races than anybody! I have done more development work than anybody for them! I have done more P.R. work than anybody has ever done for them. Plus, they don't have a race manager in Europe. I have taken care of all that. Travel arrangements for the mechanics, boat reservations, plane reservations, buying their tracks, setting them up, setting up the trucks with tools. I

HOW NEW IS MAICO'S 250?

MEGAFORM, the radically new M-1 frame, has produced a totally new motorcycle. Maico engineers created a bike in which the rider is made a part of the total design. Here is a shape the rider actually sits in—not perched on top of. The engine is mounted lower, bringing down the center of gravity.

The MEGAFORM frame barely changes seat height while increasing travel to 12.2 inches up front and a full 12 in the rear. And the MEGAFORM makes Maico's legendary handling even better. The front end reads the terrain beautifully. Longer thick-gauge fork tubes (42mm.) overlap the slider 9-3/4 inches compressed, and 7-3/4 inches with the forks fully extended. The MEGAFORM is tougher with no flex or wobble and no racing bike puts the rider in better touch with the racing surface.

The M-1 looks as new as it is... a new 40 mm. carb, a bigger air box and new cylinder transfer ports—all for more usable horsepower... new quick-mount seat, tank and air filter... new pipe... new louvered front fender and side panels for better engine cooling... new Magura straight pull levers... and a lot more.

It's no surprise that Maico delivers the sport's newest 250 for 1980. Year after year, Maico does whatever has to be done to stay ahead of competition. That costs more than milking old designs. But for all the manufacturers who ride with yesterday's ideas, it's a cheap victory—at your expense.



THE PRICE
OF GLORY



Danny "Magoo" Chandler
does it all on the new M-1
with MEGAFORM frame.



DeCOSTER!

have done all that for no money, but I have all the worries from that. I did not have to do it, but I did it because nobody else was doing it. I don't think I deserved the treatment I got at the end of the season!

MXA: — You were injured several times during your nine years with Suzuki riding the "works" bikes, and in the past couple of years you almost died from one. I have heard from other people, and it is something you have never admitted to, that there were mechanical failures that caused these accidents. Is that true?

ROGER: — Well... of course, you were there when I got hurt at Livermore and saw the triple clamp break landing off the jump.

MXA: — Yes, at approximately 70 mph, but I know Danny LaPorte broke one also, and I heard you broke another. But what about when you were pitched into the tree while practicing in Belgium and almost bled to death? I have heard that the throttle slides were defective and sometimes locked at full throttle?

ROGER: — There was definitely a problem with the engine at that time, but that was the first time I was testing it. At the time it happened I was not 100-percent sure that I did not make a mistake myself. Afterwards, it was really proven that there was something wrong with the engine and the carburetion which really made it dangerous, which also made it possible to do what I did. But I never complained about it openly. I told the factory that they had to work on the problem. Now I know that there was a good chance that I crashed because of the problem, but I don't hold that against them. They have never put pressure on me for results, and I know that once you accept to ride a bike and have a chance to be competitive, there is also that chance that you can hurt yourself on the bike.

MXA: — Can you think of any other rider who has only ridden for one factory for nine years running?

ROGER: — I don't think there is any other rider who has spent that amount of time with the same manufacturer winning Championships.

MXA: — Why do you think Suzuki took the attitude they did on this, your last season, and after this long an involvement?

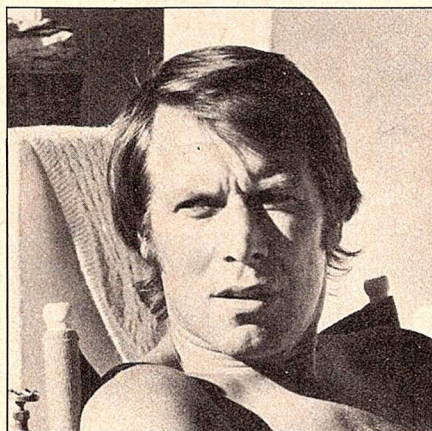
ROGER: — I think it was a poor understanding with each other during some point in the year and the person they sent to Europe was not efficient at his job. He apparently did not communicate the right things to the factory and Japan had the wrong impression of what was really happening. Also, two or three people who had certain jobs did not carry them out the way they should have and gave different appearances of what really was.

MXA: — You don't feel that you were the goat?

ROGER: — Maybe, but maybe Suzuki is also.

MXA: — Was Gerrit surprised when Suzuki let him go after finishing second in the World Championship last year?

ROGER: — Yes, but then he started to expect something when it took Suzuki so long to give him answers and all that, after the Championships. His pride was hurt probably.



"I told them to take their production bike and the contract and..."

MXA: — The same as yours for getting such a low offer for your services?

ROGER: — My pride was not hurt so much by that as by the lack of interest they showed in me. When I was trying to negotiate with Carlqvist they kept delaying me, and then when they finally told me what to offer him, I knew it was too low, which I told them right away. I talked to Hakan anyway but with the feeling that the price could be changed. Hakan told me it was too low, but basically he wanted to work with Suzuki if we could find an alternative to make the money better. The same day I talked to Hakan, some other Suzuki people went and talked to him with a completely different figure, much higher. Suzuki never told me, but what they didn't know was that Hakan was a good friend and he told me about it. He came back to me and said, what is this crazy business going on with me making one offer and all these mechanics making different ones? He said, I think I can believe you, and if you're having problems after all you have done with Suzuki, then maybe I don't want to work for them because I will surely have problems. He had heard about some of the rumors with me and Suzuki and felt that I should not be having any problems with them. I was

happy he felt that way because that gave me a strong position with Suzuki. So I called the factory and asked what was going on. I told them that they would have to trust me and that Carlqvist was going to Yamaha unless they did something, and also that they should finalize my thing so that I could tell Hakan that I'm working for Suzuki in 1980. Suzuki told me to call Hakan and make an appointment for them and they would fly to Stockholm to meet with him. I did, and before the appointment, a couple of days later, Hakan called me at the house and I was not at home. He talked to my mechanic Julle and asked if I was still unsettled with Suzuki, and he said yes. So Hakan called me back the next day and asked me if I had straightened out my problems with Suzuki, and I told him no. He said, then you can tell them not to come to Stockholm because tomorrow I'm going to sign with Yamaha. I called Suzuki and told them and I guess they didn't believe me, but they found out a few days later when they heard about it.

MXA: — Wasn't all this going on just before the Trans-Am... er... USA. And did you plan to ride any of the races?

ROGER: — Yes, but I did not send in any entries. U.S. Suzuki did, but it was only for the first two races, stipulating they were unconfirmed and might be pulled out, which they were later. I wanted to ride them because I was confident I could win the series and I was really in good shape, but when I talked to the factory they were not interested. They told me if I wanted I could take my old bike from Europe. In the past we had new bikes for the Trans-Am and they organized for me to come, but this year they showed no interest. I called Mark Blackwell at U.S. Suzuki and he said I was welcome and "we'd like you to race," but he didn't seem as interested either. I had the feeling someone from the factory had talked to him and he was in a difficult situation. My contract was basically with the factory, so I was not really so disappointed with them. I figured, well... maybe I get another chance at the World Championship. I rest this fall, really prepare myself and stay away from motorcycles for a while, get a really good try next year for the really last time!

MXA: — It's evident that it still bothered you that you went out without winning.

ROGER: — I didn't even win a GP last year! I figured that I'm not going to take this wrong. I'm just going to accept this and take advantage of it. A good rest! But when the Suzuki factory guy came over from Japan and told me no chance for me to race next year unless I wanted to use a production bike, I told them to take their production bike and the contract...!

MXA: — I know that Honda has been

(continued on page 60)

Behind every World Champion.

True. Suzuki has won every 125 World Championship in motocross.
Some record, huh?

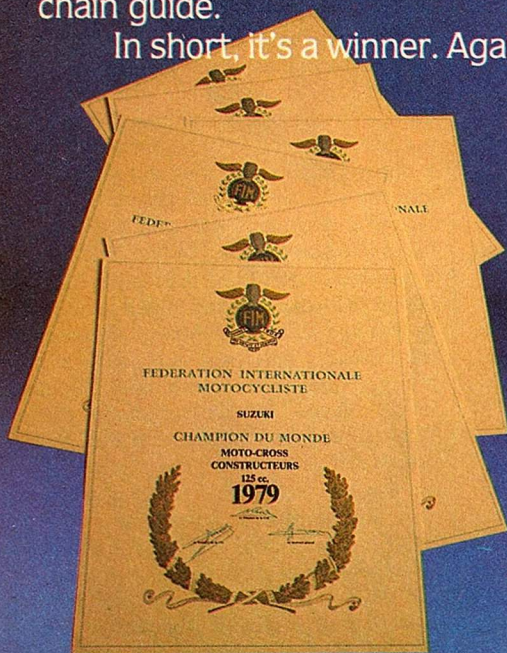
With that kind of breeding, it's no wonder the RM-125 is king of its class.

This year, it comes with the most finely tuned suspension this side of works. New oil refillable gas/oil shocks have four damping adjustments. Non-flex swingarm is extruded aluminum. And the front air forks offer nearly a foot of travel.

Powerband is wider and stronger, too. Thanks to a host of subtle refinements.

Also trick: Full floating rear brake is now operated with a straight cable for better braking control. And this year's bigger chain now rolls through a new-works roller-type chain guide.

In short, it's a winner. Again.



SUZUKI  **1980**
The Performer.

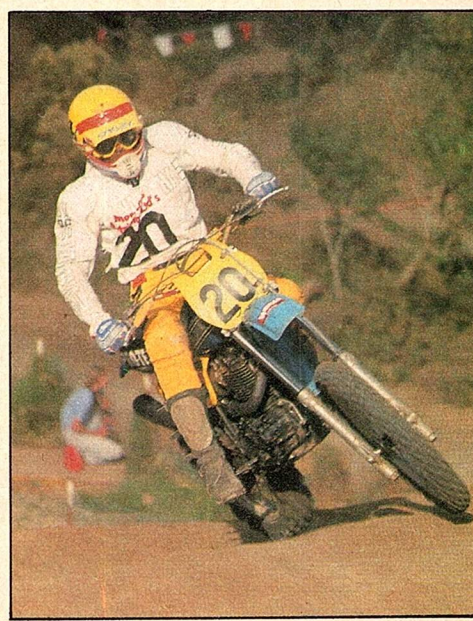
Ride with care. Always wear a helmet and protective apparel. Ride only where authorized and respect the environment.

RM-125 is every 125



Member Motorcycle Safety Foundation





COMPETITION

FIFTH ANNUAL 4-STROKE NATIONALS

Karsmakers thumps 'em

By Dennis "Ketch-up" Cox

□ "Thumpers make better lovers," glared the bumper sticker on the back of the funky-looking but functional Cowboy Cadillac as it broad-slid its way through the main gate at Southern California's legendary Carlsbad Raceway.

Bearing its oversized load of identical BSA (Beezer) twins, an overflowing ice chest full of Henry Winehard's, a couple of tasty-looking honeys and with Willie Nelson wailing through the Jensen tri-axials, you just knew that these guys were out to have a good time.

They couldn't have picked a better event. It was the fifth annual running of the Four-Stroke Nationals sponsored by P.D.Q., the midwestern motocross vitamin concern that has taken a healthy philanthropic interest in the sport. There was a bit of confusion as to just what race was actually the *real* Four-Stroke Nationals. A Southern California alphabet organization had put together a four-stroke race of their own and elected to call it the Four-Stroke Nationals, and there was another event known as the Four-Stroke Invitational. No one was quite sure which race was what.

Suffice it to say that the AMA (American Motorcyclist Association) recognizes only one bona fide Four-Stroke National Champion, and it wasn't the guy who won the alphabet soup race.

Allan Greenwood, the proprietor of Knobby Shop International, got the ball rolling by establishing the first National

Championship for four-strokes way back in 1974 at Carlsbad Raceway, and has held the race here ever since. This year Team Yamaha testing and development rider Pierre Karsmakers came away with the coveted title of National Four-Stroke Champion. Hot on Pierre's heels were a host of talented moto-stars who had for the most part made their names on the high-revving two-stroke ring-dings—riders like Jeff Jennings, Marty Moates, Rex Staten, Danny Turner, Tim Lunde, Buck Murphy, and former AMA Amateur Open Champ Eric McKenna. Goat Breker, last year's defending Four-Stroke Champ, was there as well. All were four-stroke-mounted in what has become a seriously fought-for crown.

So serious, in fact, that the 1978 champ, Rod Kentner, could do no better than 11th this year, and ended the race being lapped by the leaders.

FOUR-STROKIN'

Originally four-strokes were what racing was all about in this country and overseas. From the legendary BSA Goldstars and Bantams to the classic 650 and 750cc Triumph twins that dominated the early '60s desert racing scene, four-strokes have always been an integral part of the American off-road racing experience.

Today, though, they've been relegated to the role of the circus freak sideshow...

interesting enough and entertaining, but not to be taken seriously.

Well, four-stroke fans, rejoice. You're being taken more seriously every year. With the onslaught of the EPA, skyrocketing gasoline prices and modern technology, the age of the competitive four-stroke is at hand. It's only a matter of time before one or more of the major Japanese factories decides to go all-out and develop the maximum motor and chassis package utilizing a four-stroke motor. Several firms like Pro-Trac, Champion and K.S.I. already offer frame and engine kits to modify existing production machinery.

ATMOSPHERE

The riders who come out to a race like the Four-Stroke Nationals are not what you would consider to be your typical Joe Average motocrosser. For some of them, this is the only race they'll ride all year. For most of them, it's without a doubt the best race they'll ride all year. They're out there dicing it out with their fellow thumper aficionados. There is a special camaraderie and sportsmanship among them, with riders often traveling several hundred or even thousands of miles to make this one event.

There are several types of classes to choose from, including special Dinosaur classes for the twin-cylinders and old singles, and a special sidecar class for the three-wheeled crowd. Most riders will

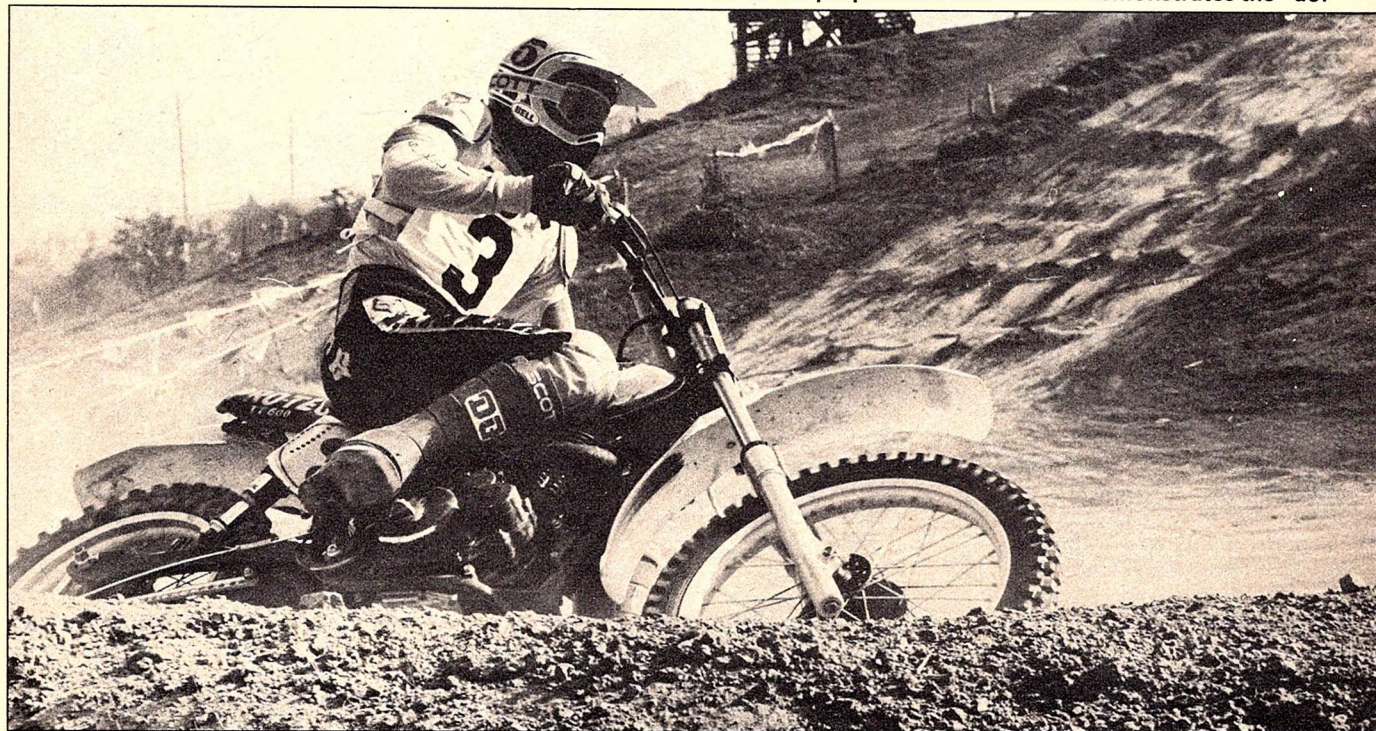
4-STROKE NATIONALS



Rocket Rex was smoking until his bike added new meaning to the word.



Making the corner at the bottom of the Carlsbad downhill is a do-or-die proposition. Karsmakers demonstrates the "do."



The Franks Honda and Jeff Jennings were the fastest combination of rider and bike at the Four-Stroke Nationals.

elect to ride in at least two classes to get in as much riding as possible on their beloved thumpers.

MACHINERY

It costs bucks to race four-strokes competitively. No two ways about that. Either that, or you can just ride to have a good time. Only in the Dinosaur/Twin class or Vintage class were basically stock machines ridden. In nearly every other class, the bikes running out front were almost all highly refined examples of techno-think. Trick frames seemed to be par for the course and most of the motors had been heavily breathed on.

You either took a stock powerplant and slipped it into a trick frame or bought the

whole package *ala* CCM for around four or five grand.

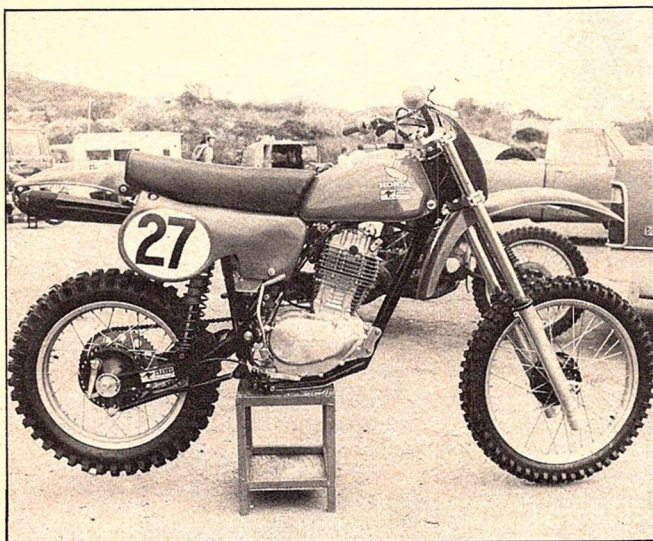
THE RACE

At the start of the first Open Professional moto, it looked like it was going to be a Jeff Jennings cakewalk, with Jeff taking the icing off the cake on his handmade Franks-framed Honda. Jennings was soon jetting out to an early lead. Jeff had a comfortable margin over second-place Rex Staten on a Pro-Trac Yamaha TT500. Danny Turner and Tim Lunde were arguing over third place, while Marty Moates was working his way up through the pack on his K.S.I. thumper. Last year's defending champ, Goat Breker, made an appearance on one of Martin Horn's ultra-trick 490 CCMs,

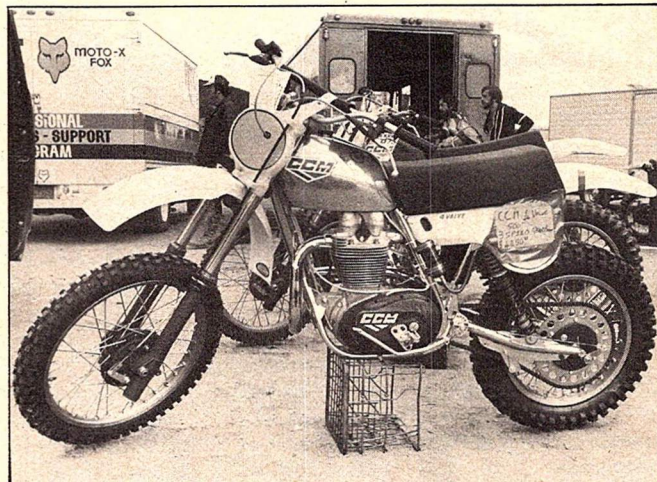
only to retire after a few laps, unable to cope with the right-side shift and left-side brake of the English-built machine.

Jennings had been polishing his talents at the controls of the sophisticated Franks Honda at local club races in the fiercely competitive Southern California pro moto-battleground. Jeff had beaten the two-stroke hordes on several occasions with the Franks Honda four-stroke. He was dialed in and ready to win. It was not to be, as a puncture thwarted Jeff's day and deflated any chances he might have had at the overall victory this year.

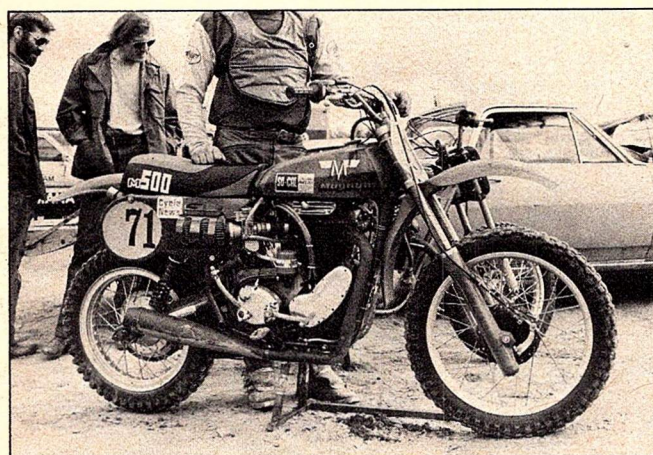
Rocket Rex Staten inherited the lead, with Pierre Karsmakers making a determined bid to unseat Rex for the pole. Pierre's bid paid off at the finish line. He



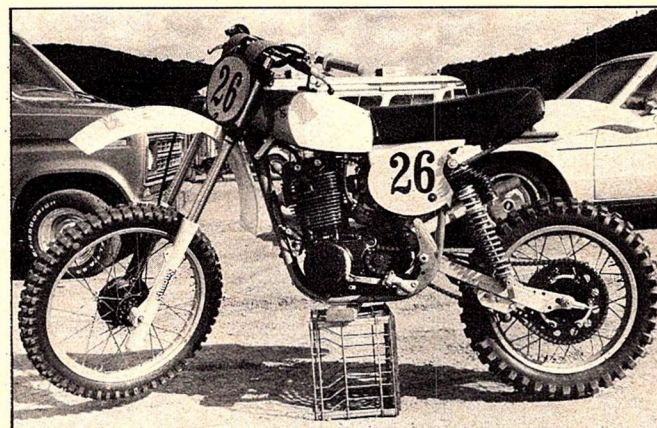
Jeff Jennings' Franks Honda was a sleek-looking moto rocketship. Suspension was 11 1/2 inches and rear using BFI tubes and Maico sliders in front, gas Ohlins on the back and Yamaha wheels on both ends.



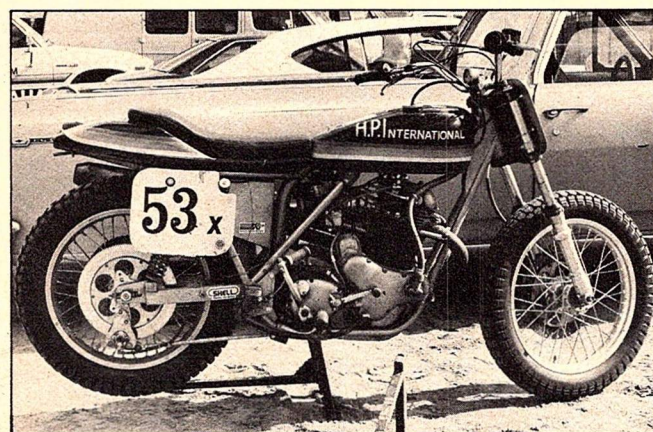
One of the trickiest-looking machines at the Nationals was the Aero P.A. four-valve head, 500cc, three-speed gearbox CCM that Martin Horn brought up all the way from Illinois. It had forged alloy forks, gas Ohlins, a nickel-chrome frame, wet weight of 245 pounds and a price tag of \$4250.



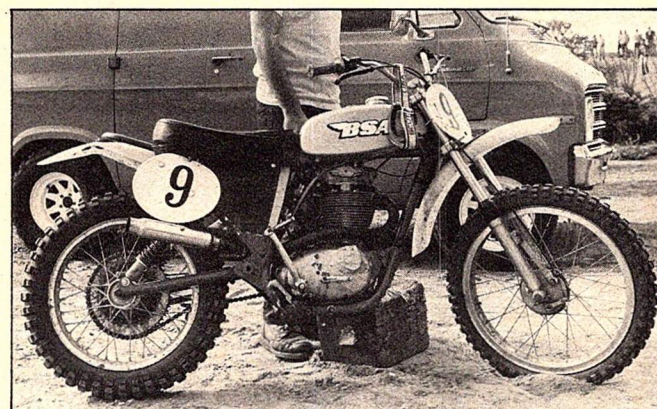
An absolutely sano-looking Matchless was this 1971 model owned by Tom Sauter. It uses Maico forks, gas Girling shocks, and an engine out of a '57 Matchless with a lot of Norton parts interspliced. It's a four-speed with a weight of 275 pounds dry, and they claim 40-45 horsepower. A definite hybrid of parts and pieces.



The Dick Mann Specialties chassis kits are available for TT500, DR370 or Honda big-bores in either 9, 10 or 11-inch travel kits. Buggy sells you everything you need except the engine and wheels to transform your mild off-road chugger into a firebreathing monster for serious off-road work. Eric McKenna's bike uses the TT500 motor with Works Performance shocks and Simons forks.



Now, this is getting a bit carried away, even for Carlsbad. Although you would have a pretty good shot at lassoing the holeshot on the start with this baby, the downhill might be a little bit more than you would have bargained for. Good brakes, though.



This 1970 B-50 BSA has had Bultaco wheels substituted for the stockers. The owner claims 6 1/2 inches of travel in the rear and seven inches in the front. It uses the Amal "controlled leak" carburetion system. It has space-age eccentric cam chain adjusters (ahead of its time, by golly).

4-STROKE NATIONALS

passed Rex and took the win on his Pro-Trac TT500 Yamaha. Rex followed in second, with Marty Moates taking third. Danny Turner on his B.P. (Bruce Porter) TT500 Yammer aced out Tim Lunde on the CCM for fourth, with Lunde fifth and Jennings crossing the finish with a flat tire for the sixth spot.

MOTO DUEL

As they lined up for the second and deciding moto, Jennings pretty well knew he was out of it for the overall win, but would leave no doubt as to who the fastest rider on the track that day was. He set about doing this by setting a sizzling pace after overcoming a Rex Staten holeshot. Jeff rocketed into the lead and was never

headed all the way to the checkered flag. Rex followed back in second place and looked like he might just nab the overall win. Pierre Karsmakers was on the gas, along with Marty Moates, and both were carving seconds off their lap times and gaining on Rex. Moates saw Rex's bike smoking and started to push the Fontana flash. Only Marty pushed a little too hard, and just caught his front tire on Rex's rear knobs at the bottom of the Carlsbad downhill and bailed over the handlebars.

Karsmakers then pulled up on Staten, and while Rex was desperately trying to keep him at bay, a telltale whiff of smoke soon led to one big cloud of fumes when the crank finally blew, leaving Rex coasting to a stop out on the track. Buck Mur-

phy, Eric McKenna and Danny Turner were having a close duel for the runner-up spots, and as McKenna went to take off a tear-off, Turner got by. Danny had the afterburners turned all the way up and was fast making up ground on the leaders after a poor start. Turner finished the moto by passing Tim Lunde's CCM for third.

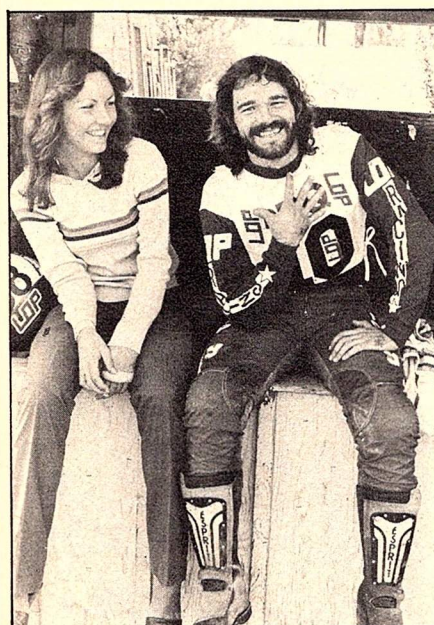
Pierre's first-moto win and second-moto second were good enough for the overall victory. Danny Turner picked up second overall on his B.P. Yamaha, with Jeff Jennings third on the Franks Honda, and Tim Lunde fourth on the CCM.

DOWNSTROKE

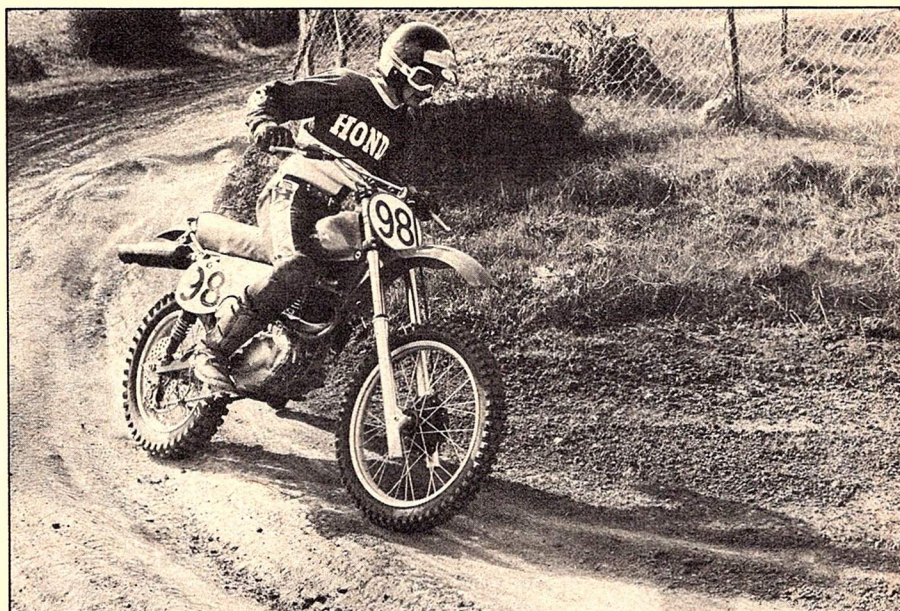
Pierre Karsmakers is the new Four-Stroke National Champion. For the man



Have pooch... will travel.



Team LOP's Marty Moates shows how many Four-Stroke Nationals there have been so far.



John Hateley is one of the few flat-track specialists who have shown an interest in (and talent for) motocross—both the two- and four-stroke varieties.



"Don't look now, Jim-Bob, but I think this is that cliff they warned us about in practice."

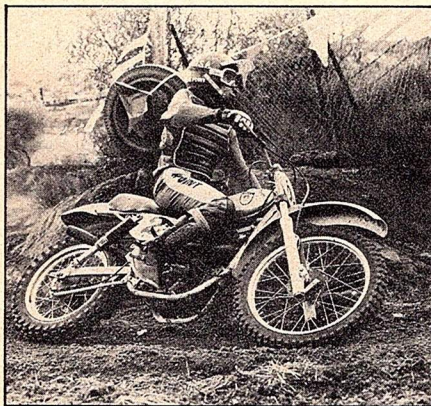
who set the American motocross scene on fire just a few years ago, it's a fitting honor that he should win the race that just may be the renaissance of the four-stroke motocross bike in the United States. Since Pierre was indirectly responsible for the quantitative leap in American motocross skills, it's only right that he should be at the top of the hill for what could turn out to be motocross as we will know it in the not-too-distant future. □

OPEN PROFESSIONAL/EXPERT CLASS

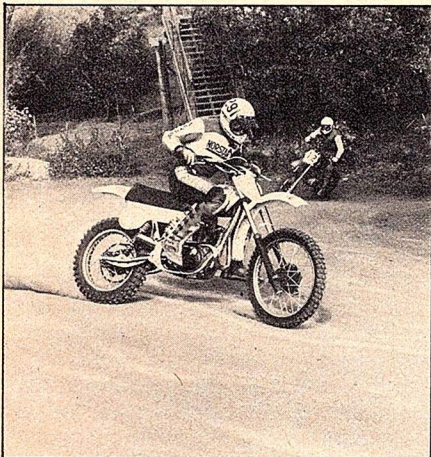
1. Pierre Karsmakers (Yam)
2. Danny Turner (B.P. Yam)
3. Jeff Jennings (Franks-Hon)
4. Tim Lunde (CCM)
5. Wayne Boyer (CCM)
6. Buck Murphy (Hon)
7. Eric McKenna (DMS)
8. Jim Lowe (Hon)
9. Marty Moates (K.S.I.-Thumper)
10. Rex Staten (Pro-Tec Yam)

SIDECAR PROFESSIONAL/EXPERT CLASS

1. Pete Whitney/Tom Whitney (Yam-Eagle) ... (1,2)
2. John Palfreyman Jr./Thom Lund (Norton) ... (3,1)
3. Robert Sanner, Jr./Perry Melillo (Hon) ... (2,3)



Dick Mann has been a legend to four-stroke lovers from way back. His DMS frame kits are proven performers in the dirt.



He came. He saw. He left. Goat Breker chose not to attempt to defend his National title after a couple of close calls on Martin Horn's CCM.



USE GOLDEN SPECTRO ... WHAT'S IN IT FOR ME?

BRIGHTSTOCK — Brightstock is an extremely heavy base oil. It is used in Golden Spectro to provide load carrying ability beyond conventional oils. It also yields extraordinarily high levels of film strength which makes motor parts last longer. Brightstock is one of the components in Golden Spectro which gives you the flexibility to mix at a variety of lean ratios.

DETERGENT ADDITIVES — Two stroke motors have a tendency to build carbon deposits anywhere there is heat. The detergent group in Golden Spectro prevents the formation of these deposits, varnish, and other combustion by-products. The detergent group also contains a smoke depressant which reduces visible emissions. These factors work together to help your motor run cleaner so you can develop more power, and reduce maintenance.

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THE FIERCE FINN

HEIKKI



It is my time . . .

By Jukka Sihvonen

"A racer's only goal is victory."

—Heikki Mikkola

□ "There comes a time when every man must face the question of whether or not he can reach his goal. In racing the goal must always be victory, and after winning one World Championship the goal escalates to winning the next. Before a racer enters a motocross circus he must have enough confidence to think he will win. In my case recapturing the level of optimal physical assertion would be much too troublesome a job. It is my time to retire."

Heikki Mikkola, blunt and to the point, spoke last autumn. No ifs. No buts. Motocross has given him all that it possibly can. Hessu, as his friends call him, is a man who knows his place and has always had the guts to make his own decisions and stand firmly behind them.

Heikki doesn't mention it, but you know that in the beginning of last season he suffered a serious knee injury during training. He lost his balance on a very slow curve, and his Yamaha fell over. The ligaments were severed in his knee. At first it looked like he was doomed to sit out the first four Grand Prix in order to recuperate from his operation, but a determined Hessu was behind the first starting gate of the season just three weeks after the accident. His injured knee was heavily taped and he had not been able to train in the weeks before the season opener.

The injury was excruciatingly painful during the entire season. He couldn't keep up his regular heavy training schedule. The injury did not allow for two consecutive training days. Hessu has always been known as the most fanatic and the fittest motocrosser in the world. Conditioning was Mikkola's secret in gaining the World Championships he won on the slightly underpowered Husqvarnas.

Heikki had already made his decision to retire after the Swedish round (the third event), but the quiet Finn kept the secret between himself and his wife, Kaija. Although Heikki knew it was going to be his last and most painful season, he never gave up. He was the only rider during the GP season to win two motos in the same day. Heikki did it twice (Italy and Switzerland). This great feat is something which is described in the Finnish language by the

MIKKOLA

word *sisu*. In English there is no real translation for it. *Sisu* roughly translates as if you were multiplying by ten the meaning of *guts*.

"I have always been a sportsman, and if I hadn't become involved in motocross at the right time, I guess I might have ended up with *pesapallo* (a Finnish version of baseball)," claims Hessu. Sportsmanship is in the family, since his wife Kaija is a former Finnish women's snowscooter champion. His four-year-old son Antti and ten-year-old daughter Hanna don't know if they are going to follow their parents' example. They are free to make their own decisions—which is the way in the Mikkola family. They may even start racing motocross, if they desire.

Hessu was 18 when he took part in his first motocross event in Turku, Finland. The start of a 16-year career garnished by four World Championships, 11 Finnish National Championships and several Nordic Championships was not very glorious, since he hit the ground in the first turn, but got up to place sixth at the checkered flag.

"People ask me often if I think motocross is a dangerous sport, since I've been injured a few times during my career. Not at all! There is a danger in almost every sport, and I feel much more comfortable on the motocross track than in everyday traffic," says Hessu, and he laughs at the stories in some British and Belgian magazines which have suggested that he wants to retire before a wheelchair beckons. One rumor last season had it that he is going to change to the 125cc class in 1980, and another one that he had decided upon his retirement in Carlsbad after losing to Brad Lackey in the second moto. These stories don't bother Hessu, who is used to them.

Journalists are going to be in Heikki's mind even more in the future because of his new assignment with Yamaha. He is going to be a Yamaha team manager for 500cc riders this season, and will be traveling with Yamaha's caravan to the MX circus (excluding the U.S. round). In the future, Heikki will continue to develop Yamaha's motocross bikes, a task at which he has always been especially successful.

One of the things he will arrange for his team riders is the scheduling of press meetings so that the riders will be able to concentrate fully on their racing. This was one of the things which bothered Hessu during his career. He always tried to be friendly and talkative with fans, friends

and journalists, but he also knows that if a racer has any kind of problems, those shoulder-tappers can cause unnecessary distraction even without meaning to.

Many of his fans have asked why Heikki Mikkola chose not to compete in America's Trans-AMA Series, which is begun after the final World Championship race. With laughing eyes, he says that fall is the hunting season in Finland, and hunting is too fine a hobby to be spoiled by motocross. The statement is only a part of the truth.

Hessu is a family man, and he did not wish to be a full-time motocross rider all year 'round. He wanted to relax at home without thinking about or seeing a motorcycle for two or three Finnish winter months. There was also the fear of injuries in the Trans-AMA that might have spoiled his other hunting hobby: stalking the World Championship.

Last year Hessu's luck was good, and bad. He lost his 500cc World Motocross Championship, but the smile in his eyes returned soon after he traveled back to his beloved Finland. On one of the first

hunting trips to the snow-covered forests he made a good catch: a 600-pound moose. Even the great hunter was satisfied.

YAMAHA TEAM

Heikki's Finnish mechanic, Heikki Penttila, will continue his job with the same bikes as before, since in 1980 he will work with Yamaha's new 500cc hope, Hakan Carlqvist. Hakan seems to be following Heikki's path of success, since he, like Hessu, moved to the 500 class after winning the 250 World Championship with his Husqvarna. The other Yamaha 500 rider is going to be Belgian Andre Vromans.

In the 125 class, Yamaha's riders are Swede Jeff Nilsson (son of former World Champion Bill Nilsson), and Mark Valkeneers. Neil Hudson, former Maico rider and runner-up in the 250 class, will probably be Yamaha's 250 star.

For Yamaha, 1980 is a year of hope, but without Heikki Mikkola, 1974, 1976, 1977 and 1978 World Champion, it will never be the same. □



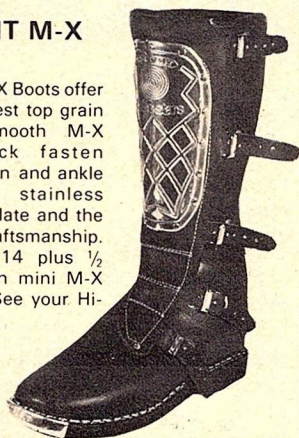
One of the most memorable photographs of the '70s was a Belgian crowd's tribute to the Finn who defeated their beloved Roger DeCoster.

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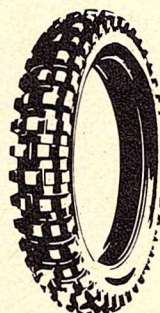
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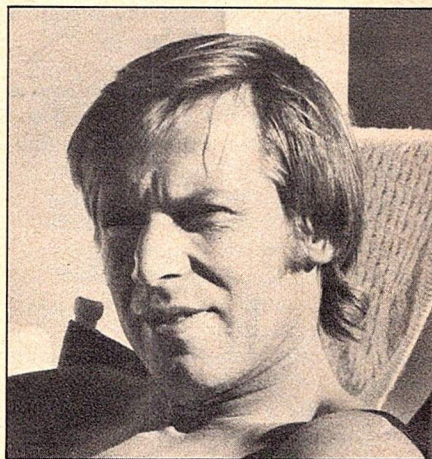
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DeCOSTER!

(continued from page 49)

talking to you for more than two years. They offered you more money, among other things. What were your reasons for not signing, then?

ROGER: — It's been three or four years already, but the main reason was that if I changed, I wanted the Honda factory to tell the press that they are going after the World Championship and they have hired



"On paper Brad should be the new champion."

Roger DeCoster. They did not want to make that commitment from a factory level. The money was not a problem at all, and the negotiations were always with someone other than the Honda factory itself, until this year!

MXA: — Did any other factory contact you about your working for them?

ROGER: — Through a third person, Yamaha contacted me and also KTM. In fact, KTM made me the best offer financially.

MXA: — That's a surprise!

ROGER: — Yes, but I had no interest in changing at the time, but it never hurts to listen. When I was being put off by Suzuki I started taking these conversations seriously, and I let Honda know that there was a chance I would change. They made me an offer right away and seemed very interested. They called me every day and made me feel wanted!

MXA: — That was as important to you as the money?

ROGER: — Yes, who wants to work for someone who doesn't want you? Would you like to work for a magazine that didn't want you? During the time I was talking to the Honda people I kept thinking that somebody was going to call back from Suzuki, some of my good old friends, and make me an offer or at least try to keep me. Just their advertising alone with my name and photo still on it was a motive, and also, I am an exclusive distributor for the

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Suzuki motocross bikes in Belgium. I was sure something was going to work out with them. Only Mr. Miashita at U.S. Suzuki called me and asked me not to sign with anyone else, and he was the only one who showed an interest to keep me. I promised him I'd get back to him before I did anything. When things got serious with Honda, I gave Suzuki a date limit and told them I had a concrete offer from another company. My job with Suzuki would have been like 15 hours a day year-round, whereas with Honda I don't have to be there from morning to night. I can decide to race if I want or if I want to work in Europe or if I want to work here.

MXA: — Since you have accepted the Honda offer, how long is your contract and what will you do for them?

ROGER: — It is for three years, and I will be doing development work and assisting the factory people regarding the racing organization of riders and mechanics in motocross.

MXA: — Will you race again? If so, where?

ROGER: — The World Championships! If I race again, it will be the World Championships.

MXA: — Is age a factor? Do you feel you're too old now?

ROGER: — I don't think it's so much age as the amount of years you have been at it and what else is going on in your life. You have to prepare yourself mentally for a complete commitment, and that is the difficult part. When you have a family and other commitments it is difficult.

MXA: — But Heikki Mikkola is married with a family also.

ROGER: — Yes, but Heikki's family is happy to live in a little camper for half a year and Heikki, in the last ten years, has not even been to one full Trans-Am in the United States, so he's away from home for only six months and that is in Europe with his family. I don't think I can keep my wife happy doing that. Besides, I'm a different person than Heikki. If you do something for six months and take a break for six months, it's much easier to keep going than to do everything for 12 years and keep doing it.

MXA: — What did you think about Brad Lackey's switch from Honda to Kawasaki last season?

ROGER: — Contrary to what many people thought, it was my opinion that the problem with the switch was the organization around Brad instead of a problem with the machine. In racing today with all the competition there is more and more emphasis on the organization of a rider and the team around him. Racing GPs, especially in Europe and then back and forth to the U.S. with parts and equipment etc., etc., demands much more of a rider. Brad is good at preparing his physical condition and he is a real good rider, plus he has a very supportive wife behind him. Things don't always go the way you plan them and your mechanic cannot solve all the problems that come up, especially between GPs in Europe where everything is not



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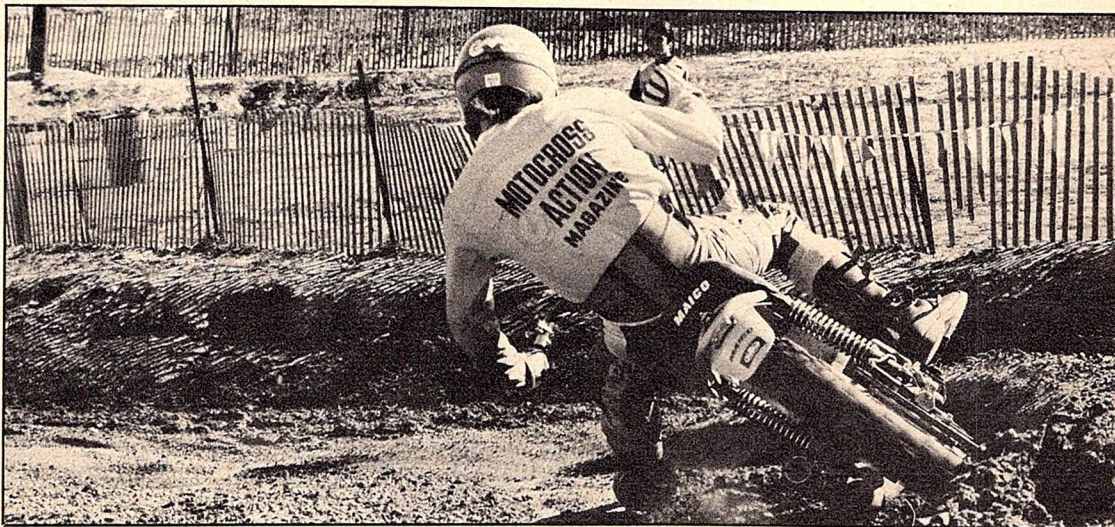
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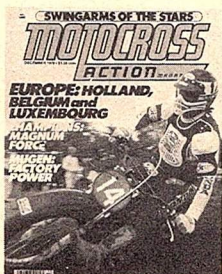
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...as it is here in the States. On paper Brad should be the new Champion, but as soon as he had his first breakdown or did not win he gave more confidence to Noyce... so on a scale effect he created a stronger opponent on one side and weakened himself on the other.

MXA: — What about next season? Who will be the strongest competition?

ROGER: — There is no question that it will be Carlqvist and Malherbe. Gerrit will probably be riding, but I don't think he will be a threat for the Championship.

MXA: — If you do decide to race, what effect will this have on your Honda job with leading the team and all?

ROGER: — I don't think I could do both. There is already so much to do, develop the bike and all. At first Honda had no interest in my racing until I tested the bike in Japan recently. On the flight home Mr. Miyakoshi said that they were excited after seeing me test and had changed their position about my racing again. I have a major decision to make and I will be making it about the time this article comes out.

MXA: — How does Laurie feel about the possibility of your racing next year?

ROGER: — She really doesn't like it! Probably because of my being injured.

MXA: — Do you worry about being injured?

ROGER: — Not when I'm racing, but I do think about it sometimes. There are other things I like to do than ride a bike. And



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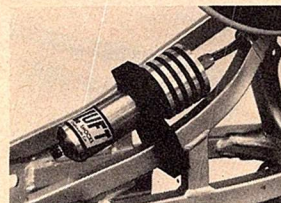


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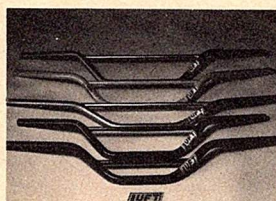
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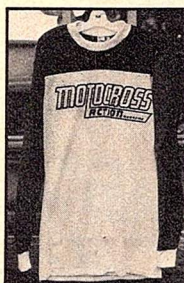
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there are a lot of things I haven't done in life that I'd like to do.

MXA: — Like what?

ROGER: — I'd like to learn how to play tennis well, learn how to scuba dive, I like to run on the beach, many things.



**"I'm excited about
my new job and
pleased that Honda
wanted me."**

MXA: — Laurie, if she had her preference, I would probably like to spend most of her time in California. Wouldn't this be a problem if you race again?

ROGER: — Yes, this is true. One of the problems now is when I've been away for a couple of weeks, it takes a couple of days for us to adjust again. We get into a lot of arguments. I'm a little bit of a maniac about things and I expect things to be in certain places and so on, and when she's alone with the kids, it's difficult to keep things in place and I get mad and she gets mad and neither of us wants to give in... the old story.

MXA: — Presuming you *don't* race this year, where would you spend your time?

ROGER: — It would be divided between Europe and the U.S., and also some trips to Japan. People will have to get used to me being with Honda before much advertising or P.R. work can be done with me, since people are not used to seeing me in red.

MXA: — How do you feel?

ROGER: — I'm excited about my new job and pleased to be with Honda and pleased that they wanted me. I am disappointed that the way things worked out with Suzuki, but I'm looking forward to the new challenge ahead of me. If I race again it will only be if I know that I have a chance to win. By March you and I will both know! ☐

MAINJET

(continued from page 7)

one: More than likely, what it all means is that the promoter of an event gives an award representative of his feeling for the event. If it's a junk prize, then he probably thinks it's as good as his race deserves.

While I'm typing this, I'm looking around my den/office thinking about what I've got on display and what I'm most pleased with, and ironically, it isn't American either. It's the trophy Preston Petty and I received for winning the Baja 500. It isn't so much that it is a beautiful trophy, which it is, it's that it is a trophy that I think is worthy of a race that was personally very rewarding to Preston and I. Only we really know what we went through to win this particular event, and so it is nice that we are reminded of it years later with something appropriate, in our eyes. Preston has won many races in the past and I've won a lesser amount, and we both have the usual cardboard boxes of trophies stashed away, but most of us keep reminders around of some proud achievement if it's worth showing.

DeCoster has an impressive display of awards and he could open up a silver shop if he wanted, but there are many unique prizes which didn't cost much but showed originality or captured the flavor of the area in which the prize was won. Ironically, nothing stands out for his winning the many Trans-AMA Championships, since for the most part there was nothing material given for the award by the AMA except at the last, which was the usual chrome-plated plastic motorcycle rider bolted onto a piece of five-inch-square wood, which maybe applies to what I said before about what prestige the giver feels his event is worth. The Trans-AMA/USA promoters still care, but what once was 12 events is now five, and I didn't get to see what Kent Howerton received as his memento, if anything, for being the Champion this year.

Someone once said it's not the money but the thought that counts, and in this instance I have to agree. You spend money, not mementos. Ten years ago Roger DeCoster was still thinking about being World Champion, and ten years from now he and his children will be reminded of his accomplishments by his mementos the same as I'm doing now with mine, no matter that mine are not as great. I wish everyone who has competed at something the same pleasure. □

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ROTAX/BOMBARDIER NUMBER FIVE

Cycle magazine, the paragon of knee-dragging and turn signals, was having great luck on the SoCal AFM 125 Grand Prix road race circuit with an exotic water-cooled 125 Can-Am. Through Tony Murphy and Can-Am, we procured identical parts. The top end is off of a Rotax water-cooled go-kart engine. It doesn't fit on the Can-Am lower end without a touch of machining. Trying not to repeat our previous mistakes, we got a special close-ratio road race gearbox to help keep it on the pipe.

As trick as it was, none of it was going together easily. In the go-kart and on Phil Schilling's road racer, the water was circulated with an electric fuel pump and 12-volt battery. This system was too heavy and failure-prone for motocross. Using the radiator from engine number two, and a lot of welding and machining, we mounted up a Yamaha TZ250 road racer water pump. Ted Moorewood of Cycle Town in Norwalk, California, pulled all the resources together to get the complete coolant system operative. Special gears had to be ground, plates had to be machined, water fittings were soldered, and a new pipe had to be designed and welded up (of course, the water-cooled cylinder had a different exhaust port than any other engine).

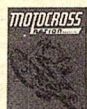
ROTAX/BOMBARDIER NUMBER SIX?

Because the bike is based on a Can-Am 250 frame, the machine weighs about ten pounds more than its Japanese competition, but it also has about two horsepower more than any stock 125. It is a complex and involved piece of racing equipment, but imagine the psychological advantage when you pull up to the starting line, and let your competitors hear the whine of your 24 hp, close-ratio, rotary-valve rocketship. □

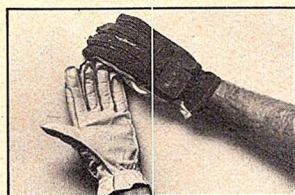


Number Three's engine was fired by a faulty non-stock Motoplat. For engines that were three years old, they were still competitive after a little work.

MOTOCROSS ACCESSORIES



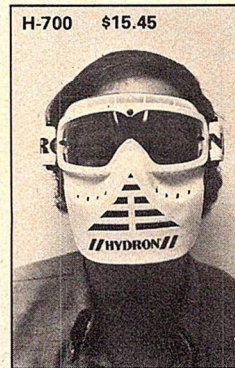
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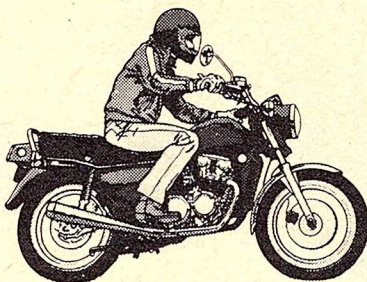
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RIDE AWARE



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FOX FACTORY FLYERS

(continued from page 23)

forks manufactured today. The 44mm fork legs slide into forged, not cast, sliders and triple clamps. The damping rod is tapered, and there is a selection of springs available to tune the forks in properly. The travel can be set at 11, 12 or 13 inches. Twelve inches comes standard.

The retail price is \$459 and the Fox folks recommend that only pros would be able to utilize the forks to full advantage.

FOX FACTORY SWINGARM

The Honda CR250R, whether it is a 1978, 1979 or new center-port 1980 model, needs a new swingarm. The stocker is a flexi-flyer and is in a large part responsible for the erratic handling of the red rockets. The Fox swingarm is by far the strongest, most rigid and well-built arm on the market.

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The Fox Factory swingarm retails for \$195.

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To put the complete Fox Factory suspension on your Honda would set your bank account back \$950, and that is a lot of bread. But if you think your bike is holding you back, or that you might need a new set of shocks, a new swingarm or better forks, then Moto-X Fox is the place to go. Rarely has one company achieved such a high level of quality in a line of suspension components; they should be rewarded. They like money, large bills, marked or unmarked, in or out of brown paper bags. For ransom information, contact Moto-X Fox, 520 McGlinchey Lane, Campbell, California 95008; (408) 371-1221. □



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And as a special bonus, DIRT BIKE's 1980 Calendar also includes the exclusive 1979 model jetting, tuning and service guide. A one-of-a-kind feature you'll use over and over again. Order your Calendar now.

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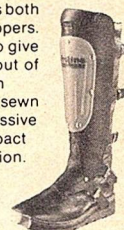


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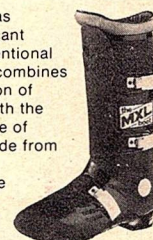


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With the advent of home video cassette units, it's only natural that they should lend themselves to a wide variety of uses, not the least of which is the recording of anything to do with motocross or cycle racing right off the old groove tube. Something else that they're quite good for is as an instructional aid. With a home video unit you can replay the curriculum as many times as it takes to finally understand what it is they're trying to tell you. There's no messing around with screens, curtains, or rewinding.

Gary Bailey has made a home video tape that outlines basically what he teaches in his schools across the country. Actually, we found out about the existence of this tape quite by accident. While we were rummaging around Super Hunky's house one day we just happened to stumble across this little jewel in his video library file. It was stuck somewhere between Linda Lovelace Meets the Cookie Monster and Bambi of the Forest. We punched it into Hunky's video cassette machine and were fascinated by the wealth of information available on the tape.

Bailey starts the tape out with a brief acknowledgement and thanks to the sponsors (P.D.Q. & Hi-Point Racing) that helped make the production of the tape possible. He then goes into a spiel about how to properly set your machine up. Stuff like positioning the bars right, the proper maintenance, etc.

Then he starts getting into the nitty-gritty, with hints on riding technique such as how to use body English, how to practice your starts, braking tips, cornering tips, riding position, passing, jumping, picking lines, riding ruts, and something he really stresses, which is to develop a more relaxed riding style.

It is certainly one of the most informative aids an up-and-coming rider or even an old pro could possibly latch on to. The hot setup would be to get a bunch of friends together at the track or even form a small club, and find someone who has a video recorder or just someone who would let you use theirs, and have everyone chip in and buy the cassette.

At \$49.95 it might seem expensive at first, but you can't even pick up a single shock absorber for that much money, and splitting it between several riders should work out to be not that expensive.

Be sure and specify VHS, Beta 1 or Beta 2 format if you're considering ordering one, though.

It is a thorough, concise instruction course that is both informative and entertaining. It's also just plain bitchin' to see motocross on the TV. For more information contact: Gary Bailey School of Motocross, Dept. MXA, P.O. Box 110, Axton, Virginia 24054; (703)650-3030. □

Does Brad Lackey ride for Kawasaki because he's crazy about the color green?

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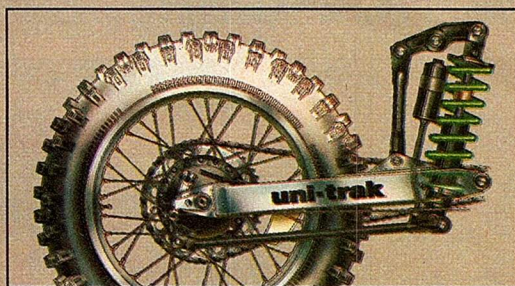
The KX250 and the KX420 are equally exciting, and all have Uni-Trak suspension. All three are built to keep the weight down.

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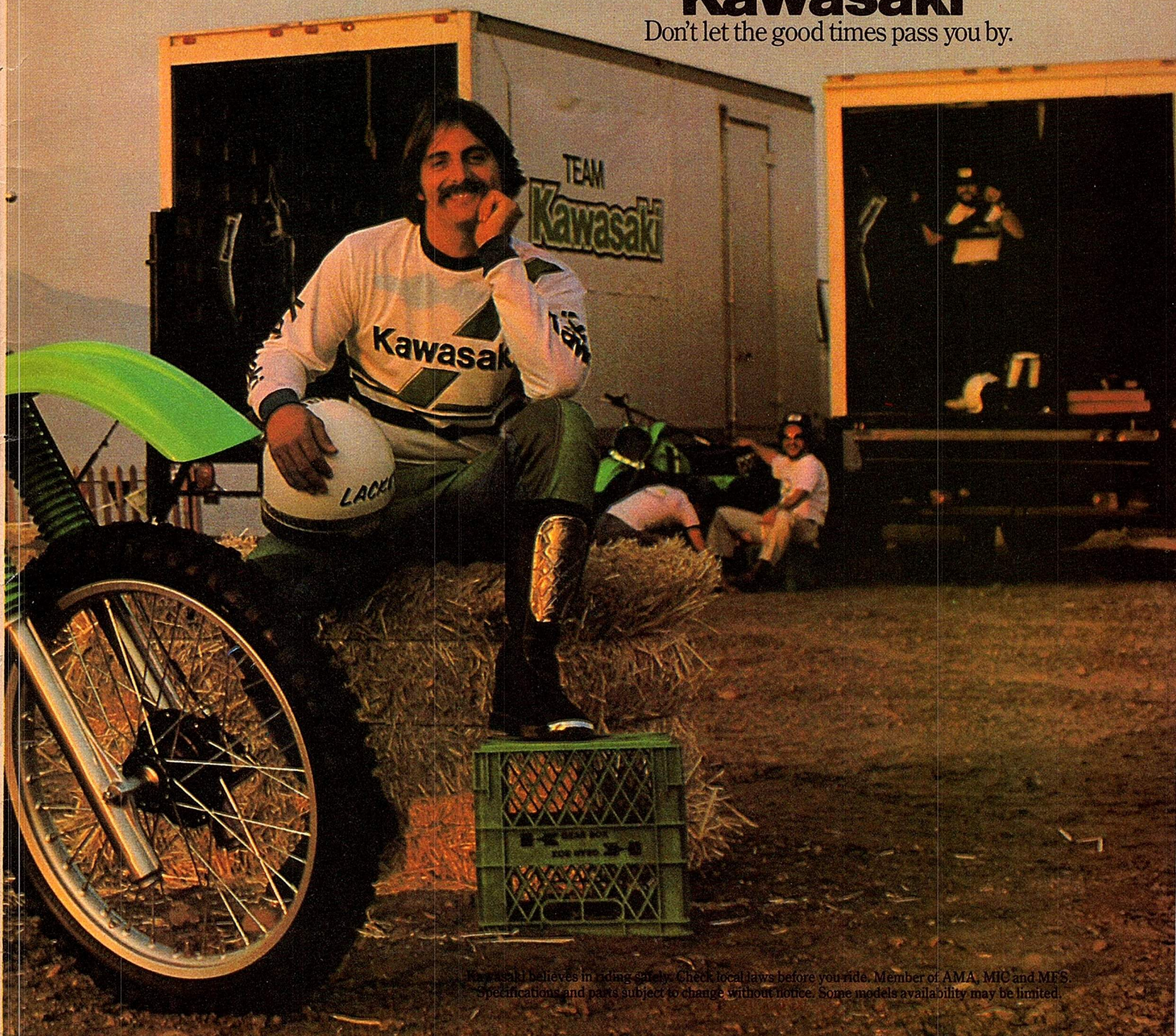
the winningest suspension on the market.

Sure Brad Lackey likes the color green. Remember what he said: If you ain't got the greens, you're gonna get the blues.

Check out the green meanies at your local Kawasaki dealership. Then go out and win.

Kawasaki

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Berm Shot

Gee whiz! I knew I should have used more than just Right Guard. Left Guard would have given me that added protection.

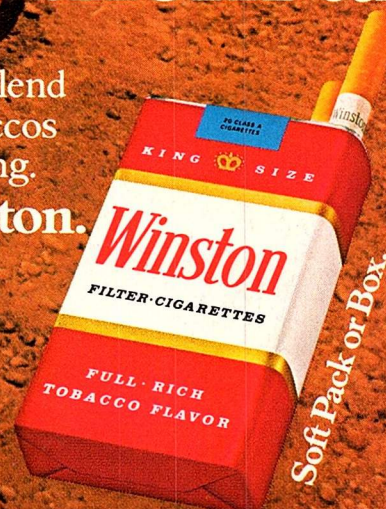


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